

Navy News

MAY 1998

80p

TIME FOR A BREAK

Navy News Museums Guide 1998 - Part 2

CORONATION REVIEW



Museums Guide - 8-page extra inside

This is just my cup of tea!

page 25



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US carrier salutes *Illustrious*

AIRCRAFT from the USS Independence fly past in tribute to HMS *Illustrious* as she leaves the Gulf.

Illustrious, which relieved HMS *Invincible* in the region in early March, is due to return to Portsmouth on May 8.

Also returning will be the supply ship RFA *Fort Victoria*, which accompanied *Invincible* to the Gulf in January.

As well as Sea Harriers of 801 Naval Air Squadron, *Illustrious* had on board Harrier GR7s of 3 Squadron RAF. They left the carrier for their base at Laarbruch in Germany on April 14.

■ Full report and more Gulf news in centre pages.

PIRACY RISES TO A RECORD

50 seamen killed in one year as attacks increase

PIRATES killed over 50 merchant seamen last year as attacks on shipping reached record levels.

Over 240 acts of piracy were reported around the world, but a spokesman with the National Union of Marine, Aviation and Shipping Transport Officers (Numast) believes the figures are just the tip of the iceberg.

"Last year was a record in terms of the number of attacks but the statistics only tell half the story," Numast spokesman Andrew Linington told *Navy News*.

"A lot of shipping companies do not report attacks because of insurance problems and that if they report an attack it often means that their ship is held up in port while it is investigated, so we know the real figure is much higher.

"The number of attacks is at an all time high level, but on top of that, the intensity of the attacks is so huge now in terms of the particular violence they use. We had over 50 seafarers internationally killed last year in attacks on merchant ships. That should be intolerable."

With piracy on the increase all around the world, Numast fears that it is only a matter of time before their actions cause an environmental disaster.

Mr Linington said: "You are looking at attacks, particularly in the Far East, where you have had laden oil tankers being attacked with grenades, rockets and by people with machine-guns.

"The potential for a major catastrophe cannot be understated because these are

ships carrying environmentally very sensitive cargoes. We have had cases where the entire crew has been held at gunpoint with nobody in control of the ship as it is running down one of the busiest seaways in the world. It really is quite remarkable that we haven't had a major disaster so far."

Technology has enabled shipping companies to halve the number of crew required for a large merchant ship, but the smaller numbers make vessels even more vulnerable.

Crewing levels

"One of the big problems is the cut-backs in the overall crewing levels," said Mr Linington. "With a big tanker you are looking at a ship the length of two football pitches and if you've only got 20 people on board, it is physically very difficult to police the ship."

"Ships are told to carry out extra watches and extra checks around the ship when they enter problem areas but physically you just can't do it because the crewing levels in many cases are cut to the bone as it is."

"You physically can't double up watches or assign people to extra lookout duties because currently there aren't the

■ Turn to back page



NORTHUMBERLAND LIGHTS UP IN THE NORTH



THE BRIGHT lights of Newcastle surround HMS Northumberland during the ship's five-day visit to her Geordie roots.

Crowds turned out in their hundreds to welcome the Type 23 frigate, making her first visit to the region for a

year, before she enters refit. And thousands visited the ship when she was opened to the public.

While in Newcastle the 160-strong ship's company handed £2,500 to adopted charities, the proceeds of fund-raising efforts over the past 12 months.

Picture: LA(PHOT) Mark Hipkin

Life-saving Endurance nears home

HMS ENDURANCE was returning to Portsmouth on May 5 after a 33,000-mile deployment which involved her in monitoring ice disintegration in Antarctica and carrying out three long-range, life-saving search and rescue mission.

The melting ice allowed her to penetrate further into the Weddell Sea than ever before, so that a British Antarctic Survey team on board were able to study how the water from the Ronne Ice Shelf drives the circulation of the world's oceans and ultimately impacts on world climate.

The ship also conducted surveys around South Georgia and, as

reported in our April edition, investigated wreckage which could be the remains of Sir Ernest Shackleton's ship Endurance, destroyed over 80 years ago.

One of HMS Endurance's Lynx helicopters claimed the furthest flight south for a Royal Navy aircraft when the helicopter, with the ship's Commanding Officer (Capt Tim Barton) embarked, flew towards the Pole while the ship was 24 miles south of her 1994 penetration.

During her six-month deployment, HMS Endurance visited Argentina, Chile, South Africa, Tristan da Cunha, St Helena and Las Palmas.

On her passage north she was diverted towards the African coast to airlift a heart attack victim from the bulk carrier Mineral Europe. With Surgeon Lt Lee Wallis and CPOMA Robbie Robinson embarked, a Lynx was landed on the 87,000-tonne ship by pilot and observer, Lts Steve Crockatt and Sean Rowley.

The medical team treated the 51-year-old patient through the night to ensure he was stable enough to be flown the 180 miles to Ascension Island by Endurance's second Lynx crewed by the Flight Commander, Lt Cdr Johnny Hartley, and Lt Gary Criddle.

Landmark for Family Service

THE NAVAL Personal and Family Service this year celebrates its 21st anniversary. It was launched in 1977 in response to a report by Lord Seeborn, and drew together the Navy's welfare, community and housing commitments.

Head of the NPFS, Capt Richard Lake, said the organisation was now firmly established as a confidential service for Naval personnel and their families in peace and war.

"The aim of NPFS is to provide support and prevent or reduce the effects of personal difficulties, especially those which arise as a result of Service life," he said.

NPFS offices and their Sailors and Families Advice Bureaux (SAFABs) are at Portsmouth (01705 722712), Plymouth (01752 555041) and Helensburgh in Scotland (01436 672798).

Richmond in France

HMS RICHMOND spent a four-day stand-off at La Pallice in France after completing navigational training in the Channel, a week of Principal Warfare Officer student firings in the Gibraltar areas, and Exercise Strong Resolve (see page 10).

The Mayor and local naval commander welcomed the ship. The ship's company toured the Henessey cognac distillery and a theme park. Rugby and football matches played against teams from the French Naval Academy at Rochefort were both won by Richmond.

Confidential service for worried or distressed

Navy launches phone helpline

A PHONE HELPLINE for Royal Navy and Royal Marines personnel and their families has been set up to provide a confidential service so they can talk about issues causing them concern, distress or personal crisis.

The freephone number became accessible through commercial and military networks on April 29 – and research is under way to allow those serving in ships at sea to use the facility.

Access at present is limited by ships' communications fits unless the vessel is alongside and connected to shore lines.

The Naval Supportline – its official title – is open from midday to midnight seven days a week. It has been set up in recognition that in today's fast-moving and often stressful world, personnel and their families need someone to talk to.

Besides simply being listened to, callers will be able to receive advice on any matter causing them emotional stress, including what to do about harassment or bullying. However, no direct action will be taken by the staff of trained civilian advisers who have been newly recruited.



● Logo of the new Naval Supportline.

Confidentiality is fundamental to the scheme. Names need not be given and none are recorded – and the line does not present a way of 'whistle-blowing'.

Prime means of support for serving personnel will remain the Divisional system and line management, alongside Navy chaplains and medical services backed by specialist support from the Naval Personal and Family Service.

However, the Navy is concerned that there may not always be someone around with whom people can share their problems – particularly out of hours or if they are the wife, husband or parent of a Service person.

Commenting on the service, Armed Forces Minister Dr John Reid, said:

"This is a new and welcome aspect of our commitment to our people and their families, and I am sure it will prove a useful facility both for the Royal Navy, the Royal Marines and the individual."

Newcastle foils speedy drug runners

HMS NEWCASTLE foiled an attempted trans-Caribbean drugs run when the ship's Lynx helicopter intercepted a speedboat laden with several hundred kilos of cocaine.

The Lynx encountered the boat in open waters south of Curacao and chased it for over two hours before it escaped into Venezuela waters where the aircraft could not follow.

The boat's crew had tried to distract the Lynx by jettisoning items, including at least one bale of suspected cocaine.

Newcastle's counter-drugs operations have been conducted in conjunction with the US Coast Guard, while she joined the coastguard forces of Trinidad, Antigua and St Kitts for the major regional training exercise Tradewinds 98.

During a visit to St Kitts, Newcastle's MEM Carl Jackson scaled Brimstone Hill – the Caribbean equivalent of the Rock of Gibraltar – in just under nine minutes, breaking the 9 min. 17 sec. record for the gruelling 1.25-mile run set up by another runner from the ship some years ago.

Late last month the ship's Commanding Officer, Cdr Nick Lambert, was a special guest for the re-opening of St Kitts' Newcastle Airport, which has been rebuilt. He presented a ship's crest to the island's Sports and Community Affairs Minister, the Hon. Jean Harris.

Later the ship conducted a 996 radar change and repairs to a diesel generator during a self-maintenance period in Curacao. She began her deployment as West Indies Guardship in December and is due to return to Portsmouth in late June.

● This mid-deployment portrait of HMS Newcastle, flanked by her sea boats, was taken by LA(PHOT) Chris Brick.



AN EXERCISE IN HOW TO SAY 'NO'

HMS INVINCIBLE helped restore the authority and credibility of the United Nations in forcing Saddam Hussein into "a humiliating climb-down".

Talking to *Navy News* Editor Jim Allaway shortly before the carrier's return from the Gulf – and after he himself had visited the Task Group – Defence Secretary George Robertson said the ship and her people had produced a sense of relief throughout the region which was a tribute to their dedication and skill – and bravery, because they were putting their lives on the line.

"It was by any standards a highly successful operation in terms of getting Saddam to comply with the UN resolution. For the general public, Iraq and the Gulf seem a very long way away and there are only vague notions about the geography. But if you are serving out there, cruising up and down in a frigate or a destroyer or an aircraft carrier, you know how close you are to this very large country of Iraq and I felt they were all satisfied

they had achieved what was wanted.

"It wasn't a question of marching to the top of the hill and marching down again – they had been right on the edge of being used and they knew it, so the sense of relief was mixed with huge satisfaction that the mission had been achieved."

As speculation mounted on the content of the Government's Strategic Defence Review, Mr Robertson reflected that while the direct threat to the UK had greatly receded with the demise of the Warsaw Pact, the Armed Forces "are engaged in more operations and are more overstretched than they were during the whole period of the Cold War."

"That is the paradox we have to deal with – that is the reality, and it is not firmly grasped by the public."

"The public also don't realise that since the Gulf War in 1991 we have had seven years of intelligence gathering and high grade information about targeting, so that I am confident that we could inflict huge damage against Saddam's military capability while minimising civilian casualties. This was not known to the public – but it was known to Saddam Hussein and that clearly changed his opinion about this confrontation."

But my strong view is that we should not take on commitments that unnecessarily overstretch our military people. We should try to get out of operations as quickly as it is safe and appropriate to do so.

"I am determined that as soon as it is safe to do so we will reduce the number of people in Bosnia. We are working very hard on the peace process in Northern Ireland which uses a large amount of the Army but also the Navy and the RAF."

"If we are to get engaged in other operations then we've got to be very conscious of the balance we have of existing commitments against future ones so we can marry our resources to them. We have to be ready to say no – the last Government quite rightly said no to a British involvement in Albania in 1996 and I think there will be situations in the future when we will have to say 'That's somebody else's business'."

"The ships that have been deployed in West Africa lately – HMS Monmouth and HMS Cornwall – have had a great success. They have saved lives and there are British citizens in that part of the world who must be immensely grateful for their presence."

"They have been there because there have been specific situations that required them. What we don't want is a ship or a contingent of people who go off to act in one area and who then become another permanent commitment. That will involve making tough decisions about what we get into, how long we get into it for, and how quickly we can get out of it."

'Jointery has now been tested and found to be very, very effective'

– Defence Secretary George Robertson

Joint Service operations were the way ahead for making the most of resources.

"The great success of the Gulf operation has been the fact that the Sea Harriers and the RAF Harriers went together. The Armed Forces at around 215,000 personnel are about the same number who protested on the countryside march. That's what I've inherited – but in the public imagination it is far bigger than that."

"So delivering everything by individual Service routes is perhaps not the best answer. Now we've got the experience of the Permanent Joint Headquarters and the Joint Services Command College and 'jointery' has now been tested and found to be very, very effective."

The main focus of the Review was on people.

"People are the most flexible and valuable asset we've got. Whereas equipment can be bought off the shelf and rendered obsolete virtually overnight, the quality of our Armed Forces is in the people we have."

Other people may have more kit and 'smart' stuff than we have – but none of them can use it as well as we can and that is because our people are by any standards the best.

"We are one of the biggest recruiting organisations in the country, the last of the big employers taking in about 20,000 people a year. The average time they spend in the Forces is about 12 years and very often less than that."

"So the purpose is to give them transferable qualifications and ensure they have a degree of stability in their lives."

"Investing in their morale, motivation and skills and in their ability to adapt is critical – the totality of the people issue is going to make or break this country in defence in the future."

● See also centre pages



● Defence Secretary George Robertson with Capt James Burnell-Nugent, the commanding officer HMS Invincible, on the carrier's return to Portsmouth.

No prizes for this Oscar show!

Whoops . . . Thought to be observing the NATO Exercise Strong Resolve, a Russian Oscar-class submarine broke surface in the Norwegian Sea – and was promptly snapped by an RAF Nimrod maritime patrol aircraft of 206 Sqn from RAF Kinloss.

The 12,000 tonne boat is over 500ft long, 60ft wide and has an underwater speed of over 28 knots. It can carry 24 SSN-19 anti-ship missiles which have a range of up to 300 nautical miles.

● See also page 10.

JACK ET JACQUES

Le premier live firing d'un missile

(Dans HMS Splendid à AUTECH)

'C'est un moment historique pour notre Entente Cordiale, Jack – le premier live firing de notre Anglo-French missile, le Rouge, Blanc et Bleu Streak!'

'Oui, Jacques. J'espère qu'il will go off alright. Pas comme un damp squib.'

'J'ai l'utmost confiance en ce projet, Jack! Et vous avez l'honneur de pressing le bouton rouge!'

'Yeah – so c' est ma faute if le stupide thing n'atteint pas le lift off.'

'Oh, toujours le pessimiste, Jack! Où est votre joie de vivre? Nous Français, nous préférons to look on le bright side. C'est 'comme ci, comme ça' avec nous.'

'Vous can say ça – ce n'est pas votre digit sur le bouton! C'est like le National Lottery. Je suis dans la même position de some has-been pop star avec un grand silly grin sur sa horloge qui dit "Bonne chance, tout le monde – it could be vous!" Et puis, personne n'est un winner, least of all moi . . . Regardez tous these winking lights sur cette computer console! Je n'ai pas un clue what they all mean!'

'Ce n'est pas votre problème, Jack. Relaxez vous. Nos clever dick boffins, ils ont dreamed up ce kit. Ils savent bien qu'est-ce que c'est ils sont doing . . . Et voici le rouge light qu'est notre signal! Hit le bouton, Jack!'

(Jack hits le bouton. Rien happens)

'J'ai told vous so, Jacques! Le bleeding thing does not work!'

'D'accord. Pas de panique, Jack. Donnez moi une clef.'

'Une quoi?'

'Une spanner, idiot! Donnez moi une spanner – vite!'

'Oh. Right – voici then.'

(Jacques frappe le computer console avec la spanner. Again, rien happens.)

'Donnez moi une spanner plus grande, Jack!'

(Jacques frappe le console avec la plus grande spanner – et voilà! Un bang et un whoosh –

– et le magnifique Anglo-French missile disappears towards un nouveau horizon d'entente).



Illustrations par *TWB*



* L'Atlantique Underwater Teste et Evaluation Centre dans les Bahamas



New deal aims for greater equality

THE NAVY'S drive to recruit more sailors from ethnic minorities has been boosted by a five-year deal with the Commission for Racial Equality.

The agreement will mean the CRE working hand-in-hand with the Navy to develop the best racial equality practices and the closest scrutiny of conditions within the Service.

At the heart of the new deal is a 19-point plan which aims to prevent bullying, abuse and harassment, with the CRE monitoring the Navy's efforts to break down discrimination.

Despite a sustained publicity campaign and the appointment of a dedicated ethnic minorities liaison officer, Cdr Keith Manchanda, the Service has struggled to recruit the numbers it needs to redress the current imbalance.

Just under one per cent of the current strength is from ethnic minorities but the Service aims to increase the number by one per cent every year, and sees the CRE partnership as a central part of its strategy.



● **Ethnic Minorities Liaison Officer, Cdr Keith Manchanda, who says the deal with the CRE is 'excellent news'**

Cdr Manchanda said: "The partnership arrangement is excellent news, promoting racial equality practices, bringing diversity and valuable benefits to the Royal Navy."

The CRE said that although there had been failings in the past, the Services were taking 'vigorous action' to promote equality and

praised the leadership that was being shown by the senior officers of all three Services.

Welcoming the CRE's decision, Armed Forces Minister Dr John Reid said: "We look forward to the development of a sound partnership with the Commission producing results of which we can all be proud."

"We strongly believe that our continued and persistent good work in implementing robust racial equal opportunity policies and practice is beginning to pay off, as we are seeing an increase in the number of ethnic enquirers across the Services."

□ Six young people from Glasgow who signed-up for a course on careers in the Royal Navy have been presented with

their certificates by Flag Officer Scotland Northern England and Northern Ireland, Rear Admiral Mike Gregory.

The course, run by Glasgow Central College of Commerce, aims to encourage people from minority backgrounds to enlist and is the first of its kind in the country.

As well as classroom lectures, the course included a tour of Clyde Naval Base, a visit to the nuclear-powered submarine HMS Sovereign, a visit to the Fleet Air Arm at HMS Gannet and time at sea on the inshore training vessel HMS Smiter.

The RN plans two more courses this year in partnership with Glasgow's Ethnic Minorities Enterprise Centre.

Itchen says farewell to Faslane

HMS ITCHEN is beginning a new career with the Brazilian Navy after making her final voyage from Faslane.

The patrol vessel's last trip as a fully manned RN ship took her from the Clyde to Portsmouth where she was handed over to the Brazilian navy on April 8. Itchen started life ten years ago as a

Royal Navy Reserve training ship. In 1994 she was converted to take on her new role and Faslane has been her base port ever since.

Her CO, Lt Cdr Chris Dominy, said: "Itchen has worked hard in these last ten years. She has clocked up 45,708 nautical miles and spent almost 4,938 hours under way and I'm proud to have been her last British Commanding Officer."

The ship's company of HMS Itchen will be redeployed within the Northern Ireland Squadron and elsewhere and the ship will be replaced by the more advanced converted Hunt-class minesweeper HMS Cottesmore.

Cottesmore will be joined by Brecon and Dulverton when the remaining River-class Spey, Arun and Blackwater follow Itchen to Brazil later this year.

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● **Above: Course members celebrate with Rear Admiral Mike Gregory, local MP Mohammed Sawar and Cdr Manchanda.**



"Needs must when the devil drives?"

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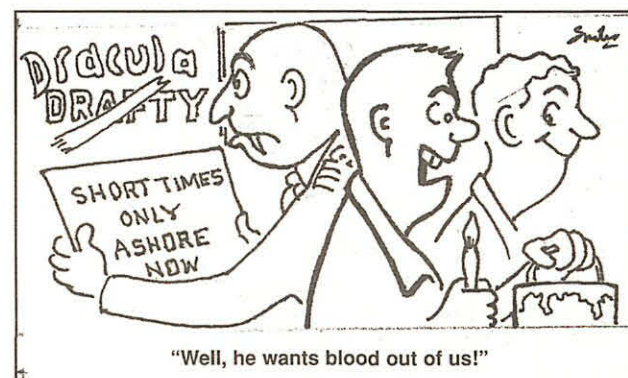
THIS TIME last year Submarine Drafty talked about churning and the submarine drafting cycle.

Churning will be with us for a long time to come, but it is heartening that most submariners now understand the full personal effects of the drafting cycle.

What has changed quite a lot over the past year is the reduction of shore time between sea drafts, approaching minimum time ashore, so it is worth mentioning minimum time at sea.

The days of having your last two or three years in the Service ashore are long gone. For those ratings going to pension, Drafty must give the last five months (including terminal leave and resettlement training) ashore, and for those on second open engagement he tries to get the rating his preference area for the last year of service, although this is not guaranteed.

From the sea side, this means that most technical senior rates will not be sent to sea with less than two years to serve (five months drafting notice, 14 months gangway to gangway and five months ashore) and for all other rates it is 12 months gangway to gangway and five months ashore.



"Well, he wants blood out of us!"

Submission of 18 months notice does not exclude you from sea service, but it may reduce time spent at sea, and in this time of increasing uncertainty there is increasingly less likelihood of withdrawal of notice being allowed, particularly at leading hand and above.

For those coming ashore Drafty is constrained in meeting preferences by the Manning Priority DCI, recently re-issued as DCI(RN) 55/98, which is vital reading for all submariners.

So non-preference drafts are inevitable, and as the Trident force becomes an increasingly larger proportion of the submarine flotilla there will be an inevitable migration north. When the Submarine School moves from

Dolphin at the end of 1999 there will only be a handful of SM billets in the Portsmouth area.

The SM Warfare Branch has been under the spotlight recently, and Drafty is involved in correcting some misconceptions. Warfare Branch ratings think that Source Branch ratings have more career course options, whilst those in the Source Branch see it the other way round, and the Drafting staff spend a lot of time answering fruitless enquiries.

LOM/LS and PO career courses have been combined since September 1997 and the first ratings are on course now.

The operations package is identical for Source and Warfare branches. In the interests of effi-

ciency and following the just enough, just in time requirement, Drafty will try to time arrival on course to meet forecast advance requirements, so B13s are issued during or close to the course. There is still a backlog (particularly of sonar ratings) of those who have already passed the course so there may be no need for some career courses throughout 1998.

Another false perception is that WSMs are not advanced. In fact, the strike rate is excellent against the size of the branch, with 37 advancements to LOMWSM and 23 to POWSM in 1996 to 1998, with a throughput of 24 artificer candidates being extracted in the same period.

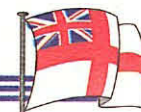
DNM has recently written to FOSM and Submarine Squadrons about branch structure, and the practice of OM1s filling all OM2 SWS billets will cease.

There had been an uplift in the requirement for five CPWSMs from POWSM, so there will be more promotion orders this year.

Finally, telephone callers will notice new voices on the end of the phones. Both the Submarine Drafting Commander and the Operations Warfare Drafting Officer will change in the summer, and we have lost WOWEA Phillips as his short-term billet has ended. New 'wiring diagrams' have been sent to every boat and squadron.

Drafty: The Submarine Service

Trident means more billets in the north



Cromer sails far and wide



● Top class – minehunter HMS Cromer, one of the most effective vessels of its kind in the world.

Ship struck a mine

THE CURRENT HMS Cromer is the third ship in the Royal Navy to bear the name.

The first was a gunboat, commissioned in 1867, which spent most of her time as tender to guardships at Birkenhead. She was paid off in 1880.

Next was a 672-ton Bangor-class minesweeper, built on the Clyde in 1940. After spells minesweeping in the Channel

and at Rosyth, she sailed for the Med in 1942 via the Cape of Good Hope, in the course of which she won her Battle Honour at Madagascar – she was the first ship to enter Diego Suarez.

That autumn she reached the Med, but did not last long.

On November 9 she struck a mine off Egypt and blew up with the loss of 46 lives.

To order black and white postcards of the 'Ships of the Royal Navy' series please contact Sarah Geary in the Business Department on 01705 826040

HMS CROMER has ranged far to the east and far to the west in recent months – quite an achievement for one of the Royal Navy's smaller ships.

Weighing in with a displacement of 484 tonnes, she nevertheless coped with a transatlantic deployment for Exercise Purple Star in 1996, and in doing so she and her sister-ship HMS Bridport became the first of the Sandown-class single-role minehunters to cross to America.

Spring of last year saw her heading east into the Baltic to work with the Scandinavian navies and Partnership for Peace exercises.

Last summer saw her at Navy Days in Devonport, an equipment exhibition in Portsmouth, and an engineering event in Liverpool, when she helped in the launch of BBC Radio 2's dramatisation of *The Cruel Sea*.

In the intervening periods Cromer was usually to be found in Scottish waters near her home base of Faslane, where she was involved in regular exercises.

More recently the ship paid a successful visit to her affiliated

town of Great Yarmouth, where she was commissioned.

Later this year she will join NATO's Standing Naval Force Channel, and is scheduled to enter refit in March next year.

The current Cromer is typical of RN mine countermeasures vessels (MCMVs) in that her hull is built of glass reinforced plastic.

She carries a ship's company of 34; five officers, seven senior rates and 22 junior rates.

She has a sophisticated manoeuvring system, based on the Ship Position Control System, which takes data from navigational equipment and the ship's correlation electromagnetic speed log.

She can be controlled from the bridge wings, the hangar roof or the operations room by use of a portable joystick, with such precision that she can hover over an exact location on the seabed or slowly follow a detailed track.

The engines are an important part of the ship's capabilities; her main Paxman Valenta diesels would prove too noisy during minehunting, so she switches to Slow Speed Drive electric motors.

The engines drive two Voith Schneider cycloidal propeller units, five-bladed carousels which in conjunction with the bowthrusters can spin the ship on her axis.

Cromer's minehunting system comprises three main sub-systems.

The sonar set uses computers to assist detection and identification of mines, and all information from sensors is displayed in the Operations Room and on the bridge on NAUTIS M.

Once a mine is detected the RCMDS 2 is deployed – an unmanned submersible with sonar and cameras which carries an explosive charge, cable cutters or a manipulator arm.

These capabilities were used by Cromer recently when a wreck was located 50 miles off Land's End by Hunt-class MCMV HMS Atherstone, and was believed to be that of lost fishing boat the *Margaretha Maria*.

Cromer, with her greater capabilities, was able to send down the submersible in 120 metres of water during a break in bad weather and visually confirm the identity of the wreck for the Marine Accident Investigation Bureau.

■ Minehunters in the Gulf – centre pages.

BATTLE HONOUR

Diego Suarez1942

Facts and figures

Class: Sandown-class single-role minehunter
Pennant number: M103
Builder: Vosper Thornycroft (UK) Ltd, Woolston
Launched: October 16, 1990
Commissioned: April 11, 1992
Displacement: 484 tonnes
Length: 52.5 metres
Beam: 10.5 metres
Draught: 2.2 metres
Ship's company: 34; five officers, seven senior rates and 22 junior rates
Machinery: Two Paxman Valenta diesels, two Schottel bow-thrusters
Speed: 13 kts on diesels
Range: 3,000 miles
Weapons: BMARC 30mm gun
Minehunting system: Sonar 2093; Nautis M: Naval Autonomous Tactical Information System; RCMDS 2
Affiliations: The Town of Cromer, North Norfolk District Council, Cromer Royal Naval Association, E Flight 22 Squadron Royal Air Force, Cromer Children's Charity, First Cromer Sea Scouts, TS Fox at Mildenhall.



● War ship – the Bangor-class minesweeper HMS Cromer, pictured in 1941.

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JACK

BY TUGS



Flagstaff taken, too

LIKE your correspondent P.D.G.Turk (March issue) I can recall a similar incident to the tale of the admiral's flag.

In January 1945, returning home from Sydney in the escort carrier Battler, we crossed the Pacific and traversed the Panama Canal. Our run ashore at Colon was eventful. After sampling the delights of the Saratoga Bar and the Boxing Girls among other insalubrious bars and dance halls our electrical officer and I were walking back to the ship along the quayside when we noticed a US Navy gunboat with her ensign still flying despite the hour being long, long after sunset.

With the initial idea of dutifully lowering the flag and noting the absence of quartermaster or indeed anybody else on deck we boarded unchallenged.

Attempts to lower the flag were unsuccessful so we decided to remove the lot by unscrewing the jackstaff from its deck housing and then repaired ashore complete with flagstaff, Stars and Stripes and all.

Once on the quayside we managed to detach the flag, which my oppo wrapped round his middle and so, complete with my 7ft walking stick, we strolled back to the ship.

Next day the trophies were displayed over the wardroom bar until seen by the Commander, when they were rapidly removed. I never heard how they were disposed of and that same day we sailed for Norfolk, Virginia. Happily, no diplomatic incident ensued. — E.Morton, Truro.

Doubly sainted

THE ARTICLE on the design for the Falkland Islands Memorial Chapel at Pangbourne College reminded me of the 20 x 13in oak board which I rescued from a ship some years ago and after cleaning turned out to be the church board from the aircraft carrier HMS Furious.

Presumably there was a small chapel on board but what intrigues me is why it is dedicated to two saints. — R.J.L. Fry, Weymouth.

Mystery of the missing monkey

WHILE serving in HMS Morecambe Bay, Far East Commission 1952-54 my oppo Keith Robinson and I decided to spend a few days leave with the Army in the New Territories while the ship was in dry dock for refit in Hong Kong.

We were billeted with the 27th Signals Regt at Fanling and during our stay we discovered that the commanding officer had a monkey which had completely wrecked his office one day and he had decided that the beastly thing had to go.

We asked if we could have her and we took her back to the ship hoping that our captain, Cdr John Hamer, would let us keep her.

To our astonishment, he agreed. We named her 'Jenny' after one of the Side Party girls and she lived on board for about 12 months, free to roam wherever she wished, although we tied her up when we were in harbour in case she jumped ship.

When refuelling at sea, taking on ammunition or transferring by jackstay to another warship, Jenny would cause great delight by performing for the crews who lined their guardrails to be entertained by her antics. She became well known by the rest of the fleet.

Her sleeping quarters were in the canteen flat as it was quite warm there, plus the fact that the canteen manager would feed her

with lots of goodies, including 'nutty'. Jenny was normally well-behaved but if she was ill-treated she would bite you and run away. She also had a habit of putting her paw in your pocket and taking out whatever was in there — if it wasn't edible she would throw it overboard!

Now most of you will not believe this but I have personally witnessed the following.

While operating off Korea we fired many rounds of 4in from our twin mountings and immediately before a buzzer would sound as a warning, followed by an almighty crash. Jenny soon learned what followed the buzzer and so when she heard it would immediately put her paws over her ears.

Jenny was with us for about 12 months and then unfortunately disappeared while steaming from Japan to Hong Kong. When it was discovered she was missing the captain turned the ship round to look for her. We searched for hours but she could not be found and it remains a mystery to this day what happened as she was too sure-footed to have fallen overboard by herself. — D.Turk, Farnborough.

WITH REFERENCE to J.D.A.Bee's letter (March issue), I recently attended London Zoo and mentioned the leopard 'Rifles' to a colleague who within minutes produced the actual record card of her hand over.

Sadly, it turned out that she died of shock after being attacked by a tiger in 1923. The zoo have attached Mr Bee's letter to the card as a permanent record for their archives.

As an aside, if any ships visiting London in the future have any spare manila or hemp rope (not man made) about 2/3 inch the zoo would love to have it as it is very difficult to obtain and they need to replace so much, especially in the monkey areas. — J.Whatling, Hornchurch.

MY LATE father was not John Bee (this is my own name) but Surg Cdr Allan G.Bee. He joined the Navy in August 1914 as a Surgeon-Probationer, RNRV, survived the Battle of Jutland in the destroyer HMS Nonsuch and retired as a surgeon commander, RN in 1937. He died in 1962. — J.D.A. Bee, Wartburg, KwaZulu-Natal.

Murmansk ordeal of PQ13 amputee

THE BOMBING of Murmansk, the mention of the Edinburgh and the Trinidad as well as the reference to the Forester and Foresight in the winter edition of *The Arctic Lookout* (the magazine of the Russian Convoy Club) brought back memories to me of being in Murmansk in 1942.

I was an Engineer Officer aboard the SS Induna, part of Convoy PQ13. She was certainly unlucky 13 for me. The Induna was torpedoed and I spent four days in a waterlogged lifeboat in the Arctic in the month of March, a very cold time of year to say the least.

I was eventually picked up by a Russian ship and taken to a makeshift hospital in Murmansk — it was actually a school. It was found that gangrene had set in in both my legs, so they had to come off. They were taken off without a general anaesthetic, not a pleasant experience, but there were just no medical supplies. Crude surgery, but it saved my life.

The hospital had all the windows blown in by the bombing and they were boarded up. It is difficult to imagine how one feels, lying on the same sheet with poison seeping on to it, no legs and the bombers blasting Murmansk every hour on the hour. I do not know what my greatest fear was, the bombing or the dressings, because the doctors had actually left the bones sticking out and the nerve ends exposed. The dressings were pure hell. It was like taking paper off raw meat. I suffered the bombing and the dressings over a period of five to six months. It did not help the nerves very much. — Bill Short, Dunfermline.

Not first FORY

I WRITE to correct an error in your excellent supplement for HMY Britannia (January issue), namely that the title Flag Officer Royal Yachts came into use for the first time in 1951 and that the King appointed Admiral Lambe as the first FORY.

This is an often repeated mistake.

The facts are that on March 2, 1901 Edward VII returned from Berlin, where he had visited his dying sister, the Empress Vicky, mother of the Kaiser. He sailed from Flushing and disembarked at Port Victoria, Sheerness, the following afternoon.

This was the last crossing that Admiral Sir John Fullerton made as Flag Officer Royal Yachts and the final voyage on royal duty for the Victoria & Albert II.

Admiral Fullerton retired on April 1, 1901, having been Captain and Admiral of the yachts since 1884. He was appointed the first FORY following promotion to Rear Admiral in 1893 but continued to retain personal command of the V & A II.

V & A III was laid up during World War II, Vice Admiral Sir Dudley North having struck his flag at sunset on Sept 18, 1939. He was reappointed in 1945 and retired in 1947, the appointment then being in abeyance until 1953, the year V & A III paid off. Vice Admiral E.M.C. Abel Smith transferred his flag to HMY Britannia on January 11, 1954.

The title of FORY lapsed in April 1995 with the appointment of Commodore Morrow as CORY. — A.D.F.Dalton, London W6.

LETTERS to the Editor should always be accompanied by the correspondent's name and address, not necessarily for publication.

The thin blue line

REF 'Last of the Old Guard' (February issue) I was the PO Boy Brydon referred to by ex-PO D.Rowbotham as being the Guard Commander for King George VI's Birthday Review in 1949.

It will be 50 years on 9 May since I joined the RN at HMS Bruce as a Boy Seaman 2nd Class. My Service Certificate confirms that I was one week short of my 15th birthday, 5ft 9 ins tall, took size 9 boots, had a 29 inch chest (fully inflated), weighed in at 7 stone 5lb and had a good head of reddish/blond hair.

I must have resembled an upright wooden oar with a rattan fender perched a' top.

The picture shows the Guard being inspected by Vice Admiral Sir Ernest Archer — Lt Cdr Tom Brydon, Chairman, Dundee Sea Cadets.



Navy News

No.526 44th year

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Letters



● HMS Hound, January 1943

High old times in Hound

READING through 'Calling Old Shipmates' I came across the name HMS Hound – and I well recall the thrill I felt when I first put my feet on the deck of a Royal Navy vessel.

As a boy I always loved ships and I eventually became registrar to the Commissioners of Irish Lights who work closely with Trinity House and the Northern Lighthouse Board.

One summer in the late 1940s our family drove to Queenstown (now called Cobh). It was Regatta Day and a large number of minesweepers were in port. The ships of the Algerine class were resting from their labours of sweeping clear the huge minefield off the south Irish coast, HMS Hound, Cockatrice, Pluto and Welcome were moored close alongside. Delightedly, I wended my way through Hound's spacious mess decks, climbed up to the compass platform and gazed in awe at the huge winch on the quarter-deck.

That evening Queenstown was really alive, but Irish sailors walked forlornly two by two – the Irish girls loved Jack Tar.

On the water, ship's crews paddled carley floats, dressed as pirates. In the excitement one rating seemed to lose his swimming costume, much to my mother's and aunt's mock looks of horror high on the bridge of the Hound.

In 1976 the Flagship of the Commissioners of Irish Lights anchored at Spithead for the Silver Jubilee Review. Perhaps ILT Granville is remembered by some of those present just as I fondly remember HMS Hound and her gallant sisters. – Richard Miller, Greystones, Co Wicklow.

NAMES TO CONJURE WITH STRIKE BACK AT BRAVE

IT WAS with *Delight* (destroyer 1932) that I read the letter on the appropriateness or otherwise of naval ships' names (April issue).

There has always been a *Griper* (gunboat 1879) or two around to take exception to the naming of particular ships.

On top of that we now live in an age where one must be very *Careful* (gunboat 1856) not to give offence. Amongst "hard as nails" past names which would probably be considered politically incorrect these days are *Ravager* (escort carrier 1942) *Bouncer* (gunboat 1881) and *Bruiser* (LST 1942).

On the other hand, unless manned (if that's the right word) by an all-female crew, *Delphinium* and *Honeysuckle* (corvettes 1940) hardly seem to be names to boast about serving aboard in the dock-side bars of Portsmouth and Plymouth. Even worse would be to have *HMS Pansy* (sloop 1916) emblazoned on one's cap ribbon. And what would today's tough

shellbacks make of serving in *Frolic* and *Fancy* (minesweepers 1943)?

The most *Extravagant* (fireship 1692) and inappropriate name for a ship of war is perhaps *Peace* (fireship 1687), although my own *Favourite* (corvette 1864) for the prize for inappropriateness is *Dove* (destroyer 1898). Or perhaps *Olive Branch* (fireship 1673) is a good candidate.

One suspects that the demands made by sailors that they be allowed to sail away with the *Advantage* (18-gun ship 1613) of sounding "hard" were made with tongues in cheek. If so, the apparent controversy is best summed up by the name of a 26-gun vessel of 1546, *Bull*.

Anyway, it is to be doubted whether any attempt to *Badger* (destroyer 1911) the First Sea Lord, who has the last say in naming ships, will meet with *Success* (destroyer 1918). So *Hard Lines* (requisitioned boom defence vessel 1915). – Capt P.Elphick MN, Dorney, Bucks.

WHAT a load of ill-conceived and uninformed claptrap from CESM Office, HMS Brave.

Deeds speak louder than names. Those of us who have served in *Dainty* – two ships of five of the name, H53 and D108 – are very proud to have done so, and will contest vigorously any attempt to delete the name from use in HM ships.

Dainty has some of the oldest and most notable battle honours from as far back as 1593. Her motto 'Dulce Quod Utile' translates as 'Dainty but Useful' which was transmuted by her crew to 'Dainty but Deadly' with justification.

Perhaps your correspondents would like to meet us to find out. We will then see how 'Brave' they are. – P.J.Hillman, Founder, HMS *Dainty* Association, Bognor Regis.

SO the Brave boys don't like 'soft'-named ships? Let me tell them that during World War II I proudly served in the Flower Class corvettes of *The Cruel Sea* fame.

Our ships' names had no effect on U-boat captains or their torpedoes, nor did our reception in ports around the world suffer as the result of these 'soft names'.

The only concession the Admiralty made, as far as I am aware, was to rename *Pansy* *Heartease*. – W.Chatterton, Leicester.

I THINK it dangerous to judge *Beaver*, *Dainty* and *St Albans* as being inferior to *Brave*, *Iron Duke* or *Daring* when in fact the first three named can respectively boast four, five and nine battle honours whilst *Daring* has none, *Iron Duke* only one and *Brave* three, despite their apparent machismo. – R.J.L.Fry, Weymouth.

IN MY Navy, 1958-75, Flag Officer Sea Training was more concerned about the fighting efficiency of a



● The wartime HMS *Dainty* (right) and *Diana* – where and when unknown.

ship, not whether or no it had a politically correct or 'soft' name. Or have matelots ceased to be matelots after the tot stopped? – Ted Dowling, Wigan.

Ice may have held up Endurance

THE IDEA that Shackleton's ship *Endurance* might have survived to have been wrecked on the shores of Elephant Island (April issue) is fascinating. Although unlikely, such survival is not beyond the bounds of possibility.

Un fan de Jack et Jacques

LE COLUMN de Jack et Jacques est quite superbe! C'est already mon favourite bit dans le *Navy News* et je crois que, vraiment, il sera possible d'avoir un album chaque année avec les stories et tous les funny cartoons de Tugg.

Imagine! Tout le Royal Navy doit maintenant apprendre un petit bit de Français et nous serions un équipe formidable dans La Manche!

Et quand nous sommes sur le parade ground, just think de les ordres! 'Epaule armes!' 'Salut générale!' 'Presentez les armes!'

C'est incroyable – et c'est tout down to vous à *Navy News*!

– M.Souter, Capitaine de Frégate, L'équipe de Public Affairs, Reserve Marine Royal, Wymondham, Norfolk.

The greatest argument against the ship reaching Elephant Island comes from Shackleton's own words. He wrote: "She went down bows first, her stern raised in the air. She then gave one quick dive and the ice closed over her for ever."

That would suggest that the ship went straight to the bottom and is supported by the evidence provided by the *Breadalbane*, a Franklin search vessel which sank in 15 minutes and now sits bolt upright on the seabed off Beechey Island, and by my own researches into the ends of HMS *Erebus* and *Terror*. Both, I believe, are now lying below the ice of Victoria Strait after being 'nipped' and sinking almost immediately.

The end of the *Endurance* was completely different. As the ship was abandoned on October 27, 1915, Shackleton noted: "The decks were breaking upwards and the water was pouring in below."

The following day he returned to the ship and recorded that "only six of the cabins had not been pierced by floes and blocks of ice... the wardroom was three-quarters full of ice."

Two days after the abandonment he wrote: "The ship was still afloat, with the spurs of the pack driven through her and holding her up." It is clear that the ship, instead of sinking, was filling with ice, both from the outside, and from the water inside freezing.

I have stood on the upper deck of the grounded *Maud*

(Amundsen's wooden exploration vessel) and looked into the compartments below – all filled to capacity with ice despite the waters around the ship being open. This, I believe, would have been the condition of the *Endurance* when she disappeared from view on November 21, 25 days after she had been abandoned.

Her forecabin had been under an ice-floe for the best part of a month and, with her masts already down, she would have behaved exactly as an ice-floe would have done under such circumstances and would have been forced completely under, her stern being the last part to disappear.

If that was the case, it is clearly quite possible for her to have remained afloat – held up by the ice trapped inside her – beneath the neighbouring floe.

All that would have been needed from then on would be for the general ice drift to have continued in a NNW direction (ie, following the same drift as Shackleton's) for her to have ended up grounded on the shore of Elephant Island.

If this could be proved to be the case, every effort should be made to rescue whatever remains of a gallant ship and a gallant enterprise. – Lt E.C.Coleman, Lincoln.

Letters to the Editor should always be accompanied by the correspondent's name and address, not necessarily for publication.

The big idea:

Dave
Claire can't believe it!
She's finally living in a house
we can decorate! We bought it
from Annington Homes, the
company which is selling
former MOD properties.
And with my service and
base discounts the price
was unbelievable!
I've been given a bit
of grief about my technique
with a paint roller
(apparently I'm slow).
Still, the house is looking
brilliant, and we're not
arguing too much.
Anyway, you and
Sue must drop by soon
and check out my
handiwork (map
enclosed). I might even
be allowed to slip out for
a couple of swift pints!
Regards,
Steve



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Students enjoy a degree of success

A NUMBER of Royal Naval personnel have graduated from the Open University.

Nearly 10,000 people across the country recently learned of their success, of which around 2,000 were post-graduates.

Their ages ranged from 22 to 84.

The RN successes were:
 ■ WO Stephen Cicone (48), of Yeovil (BSc Hons)
 ■ Sgt Andrew Clarke RM (31), of Arbroath (BSc Open)
 ■ Martin Drake (40), of Helensburgh (BSc Hons)
 ■ Cdr Mike Evans (52), of Guildford (BSc Open)
 ■ Lt Cdr Malcolm Fewtrell (47), of Bushey (BSc Open)
 ■ WO Dennis O'Keefe (45), of Weymouth (BSc Hons)
 ■ Lt Cdr Peter Symonds (47), of Martock (BSc Hons)
 ■ Leslie Webster (50), of Hull (BSc Open)
 ■ Lt Rick Weeks (47), of Stubbington (BSc Hons)
 ■ Lionel Winston (46), of Gosport (BSc Hons).

There was also an RFA success - Andrew Mills (33), of Exmouth, gained a BSc Open.

Most Open University students take between five and six years to gain a degree, and some take extra courses in order to gain an honours degree.

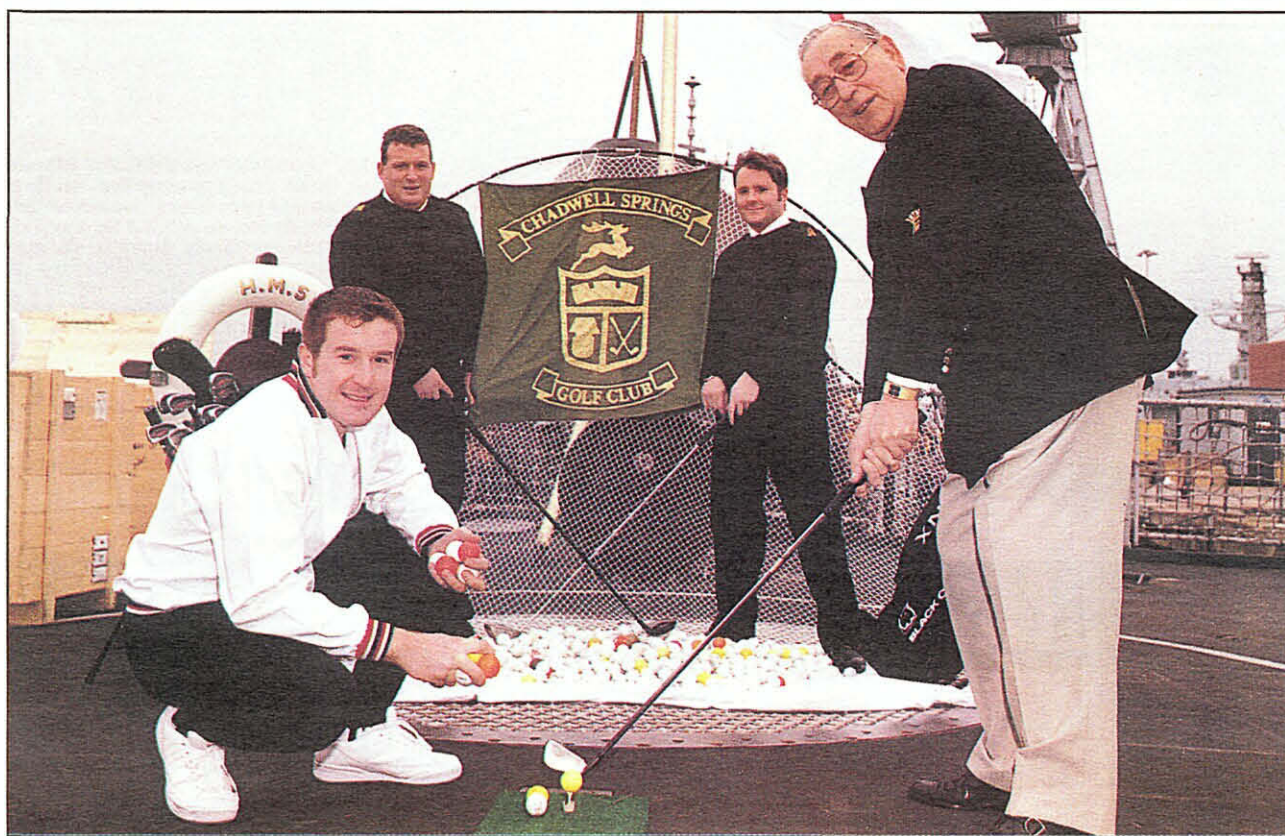
The degrees are flexible, allowing people to fit study around busy work schedules.

As an example, Sgt Clarke studied in more than 50 countries, from the Arctic to the desert and the jungle, in order to achieve his BSc.

Cdr Evans studied with the university in preparation for a new career after leaving the Navy.

Subjects studied by Navy students ranged from social sciences to computing.

Details of the Open University are available from the central course enquiries centre on 01908 653231.



Clubs is helped by club

GEOFF Plumb settles himself to tee off on the flight deck of HMS York - using one of the golf balls rescued from his local course.

Mr Plumb and his wife Sheila travelled from their home in Ware to Portsmouth with 1,040 used golf balls, collected from his club, Chadwell Springs, in Hertfordshire.

The ship's physical training instructor, LPTI Richie Gray, on the left of the picture, will be auctioning the golf balls amongst the 50 keen golfers currently serving in the Type 42 destroyer.

Proceeds will go to one of the ship's charities.

HMS York is currently on station in the Gulf, as part of the Royal Navy's Armilla Patrol (see centre pages.)

Medal is reward for busy career



● PO Katherine McWilliams.

A NAVY instructor has been awarded the MBE (Military) for an exemplary career.

PO Wren Katherine McWilliams (29) joined the Royal Navy in 1986 after leaving North Devon College.

She has served in Portsmouth and Scotland, and completed a six-month tour of duty in Northern Ireland with 40 Commando RM.

Katherine recently returned to the UK from Zagreb, Croatia, having spent six months as part of the Multi-National Stabilisation Force headed by the United Nations.

She is currently working as a Divisional Instructor, responsible for training the Royal Navy's new recruits during their eight-week basic training course at HMS Raleigh, Torpoint.

Katherine said: "I find my job very rewarding as it combines leadership, physical fitness and the ability to manage the demands of young adults."

Her husband Adrian, a Lynx helicopter observer serving at RN air station Portland, Weymouth, attended Katherine's investiture at Buckingham Palace.



● Certified - PO Brian Craig (left) and Lt Duncan Young.

Reservists gain recognition

TWO Reservists from HMS Calliope in Gateshead have been recognised for their outstanding service.

Lt Duncan Young and PO Brian Craig received Lord Lieutenant's Certificates at a ceremony in the Newcastle TA Centre.

Duncan (38) runs a printing and publishing business, and his wife is an RNR sub-lieutenant.

He joined the RNR 17 years ago, and for the last three years has run the New Entry Division for his ship and the Northumbrian University RN Unit.

Brian (41), a chef in both his civilian and military careers, joined the RNR 15 years ago after eight years in the Navy.

His Naval service took him to the US, Brazil and Europe.

Navy pair win St John honour

A RETIRED Naval commander and a reservist have been invested into the Order of St John at a ceremony in London.

Cdr Peter Gregson was admitted as an Officer of the Order, which was founded in the 11th century.

Lt Cdr Brian Brockie, of HMS Scotia, was admitted as a serving brother.

Both men were presented with their prestigious insignia of office by the Lord Prior of the Order of St John, Lord Vestey, at the ceremony in the Grand Priory Church, Clerkenwell.

Each award is approved by the Queen in her role as Sovereign Head of the Order.

Lord Vestey said: "These men and women are being honoured at the investiture ceremony in recognition of their dedicated and often long-term service in the Order's charitable foundations - St John Ambulance and the St John Ophthalmic Hospital."

Around 100 people, from all walks of life and all nationalities who have adopted the St John motto of "In the Service of Mankind", were invested in London.

Four such investitures are held annually.



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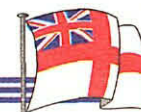
Family Tickets only: £40 (2 Adults / 2 Children). Senior Citizens: £14.



● Three of a kind - the UK National Support Unit in Naples boasts a trio of excellence unrivalled anywhere in the world - or so the Italian military contingent claims. Three warrant officers, one from each Service, work in the same unit: Families' Officer WO(WTR) Steve Hamblin (centre), Postie WO2 Steve White (right) and Chief Clerk WO Morris McGilligan all help support British personnel throughout Italy. They are pictured on the roof of the UKNSU in Bagnoli, with the island of Nisida behind them.



People in the Gulf



Deck landing is wise move for tired owl

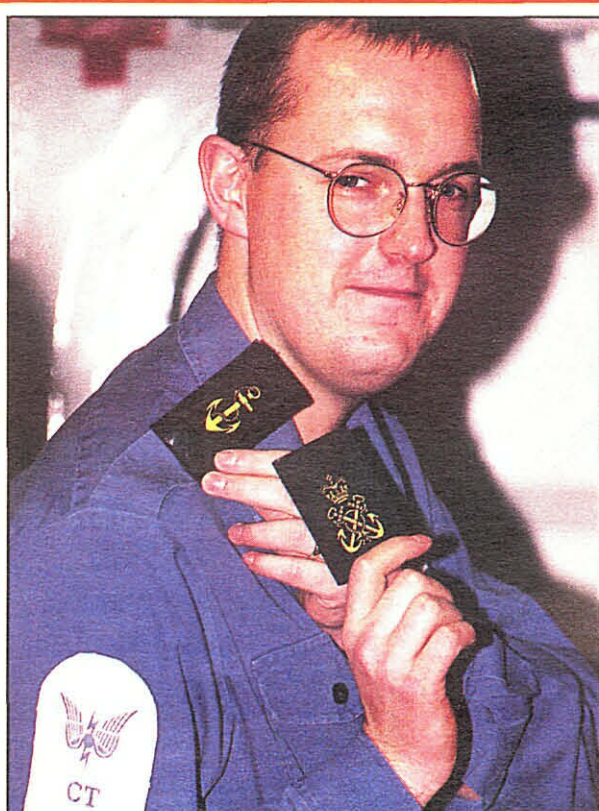
AIRCRAFT carrier HMS Illustrious received an unusual visitor while she was on deployment in the Gulf – a very tired owl.

The owl was spotted on the guard rail near the aft Goalkeeper, and attracted attention from several of the ship's company – including PO(PHOT) Andy

Gedge and Lt Charlie Bishop, who was caught by Andy taking his own photograph of the bird.

During its stay aboard the ship, the visiting owl was fed pusser's sausages and raw chicken.

■ Flight deck refit – see centre pages.



Mike's final claim

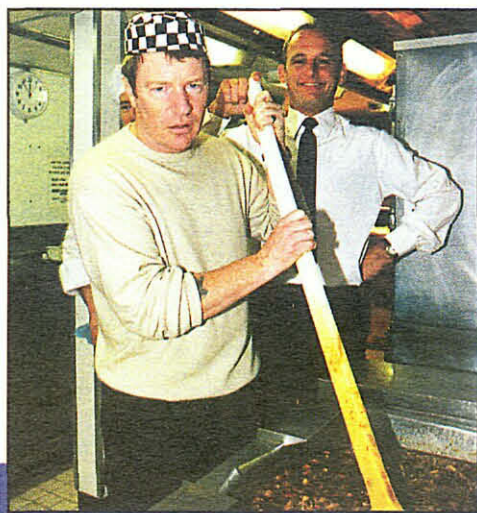
THE LAST Leading Communications Technician in the Navy – that's the claim for former LCT Mike Chitty, who has now been uprated to POCT.

Mike, a communications analyst in HMS Coventry in the Gulf, was advanced on board by Coventry's Commanding Officer, Capt Paul Lambert.

There will be no more LCTs as the Service ended direct-entry recruiting for CTs in 1994, senior ratings in the specialisation now being drawn from the Operator Mechanic branch.

■ More news from HMS Coventry – centre pages.

Personal touch from Jim



COMEDIAN Jim Davidson was on hand to entertain the ship's company of HMS Invincible in the closing stages of her homeward passage from the Gulf.

Jim accepted an invitation, at short notice, to fly out to the ship with Richard Astbury, head of Combined Services Entertainment.

Rather than perform a single large show, Jim visited as many messes and workplaces as he could, sharing a laugh and a joke with people on a personal basis.

Jim does not normally charge a fee for these Service events, but the fee he was offered on this occasion was donated to two Service charities, the South Atlantic Medal Association and the Gurkha Welfare Trust.

The BBC is seeking contestants for Jim Davidson's Generation Game.

■ Contact the contestants line on 0181 225 6108 or 0181 225 7558, leaving your name, address and telephone number.

● Hard labour – Jim Davidson gets his oar in while visiting personnel down in the galley.

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● Spit and polish – trainee officer Andrew Blackburn adds a bit of sparkle to HMS Coventry's nameboard during his sea experience as part of his course at Britannia Royal Naval College, Dartmouth. When Andrew heard he was going to Coventry at the height of the Gulf crisis, he was delighted, he said, to get away from the "hum-drum" of life ashore. And he wasn't even put off when he found that officers under training are expected to do some of the menial tasks on board, as well as fulfil such duties as bridge watchkeeping.

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Manchester keeps cool in Norway

HMS MANCHESTER was the only RN ship in the 'Crisis North' region of exercise Strong Resolve but her involvement had a major impact.

The ship played the part of Lime (enemy) forces with the rest of STANAVFORLANT, several German and Norwegian Fast Patrol Boats, a Norwegian coast-guard cutter and the associated land and air forces.

Manchester was stationed within the Arctic Circle and received her 'blue nose' on passage to Bodo, the first time that many of the ship's company had ventured so far north.

After a work-up to get used to the extreme cold, a force integration phase gave the chance to work more closely with the other units and agencies involved in the exercise.

Manchester then took on the role of the Task Unit Commander of the amphibious landing force for a freeplay exercise in the narrow confines of the Astafjorden and Vaagsfjord area, providing protection from enemy aircraft, warships and submarines.

Manchester, along with German frigate Mecklenburg Vorpommern and Norwegian Coastguard vessel Nordkap and coastal artillery managed to completely deny access to fjords, 'shooting down' numerous enemy aircraft.

The amphibious landings went to plan with Manchester providing gunfire support to negate the little resistance from shore.

Surprise attack

At one stage, Manchester received information that an enemy submarine was alongside in Haastad harbour and their CO was surprised to receive a ship's crest from her boarding officer on completion of a surprise attack!

Manchester's Lynx was the only helicopter to remain serviceable throughout the whole period and helped to enable the Lime forces to engage and 'sink' every enemy heading for the fjords.

After the landing phase, Manchester and Norwegian ship Narvik engaged and 'sank' the only remaining enemy ships, the Canadian frigates St John's and Halifax.

Then, turning their attention ashore, the ships continued to Bodo airfield where they fired on the runway and tower and engaged the numerous aircraft landing and taking off.

After the exercise, STANAVFORLANT rejoined and proceeded to Trondheim for a well-earned port visit.

NAVY HELPS NATO IN CRISIS MANAGEMENT

THE ROYAL Navy played a crucial role in Exercise Strong Resolve, the largest NATO Exercise ever held.

The exercise involved 25 countries and 50,000 Servicemen and was designed to test NATO's response to crisis situations occurring in two geographical regions at the same time.

And for the Royal Navy ships and their RFAs, flexibility was the name of the game.

Arctic rendezvous

While HMS Manchester was embroiled in combat operations in 'Crisis North' inside the Arctic Circle, more than a dozen RN frigates, destroyers, minesweepers survey ships were heading for 'Crisis South.'

HMS Fearless and the amphibious task group sailed directly from Norway to join Strong Resolve after taking part in winter exercises Green Wader and Cold Winter.

The ship, along with RFAs Argus, Sir Tristram, Sir Galahad, Sir Percival and Olwen joined the French assault ship FS Foudre for combat effectiveness training, and landings in Quiberon Bay.

Then the group completed an opposed passage to Southern Spain where they helped to restore stability to a fictional region of 'Azule' with landings at Sierra Del Retin.

During this time RFA Argus acted as the main operating base for helicopters, with seven Sea King Mk 4 helicopters from 845 and 846 NAS and the flight deck being used by aircraft as diverse as Lynx, Pumas and Hueys.

The helicopters were used to allow British Royal Marines and their Dutch counterparts to establish beachheads and for rapid transportation ashore, with Argus accommodating up to 1,200 troops at the height of the exercise.

Distress call

Earlier, HMS Chiddingfold and HMS Ledbury rendezvoused off the coast of Brest at the start of Strong Resolve, joining forces with four French MCMVs.

During her passage across the Bay of Biscay, Chiddingfold was called to assist the merchant vessel Anja C. The vessel had taken on 30 tons of water in her bow after losing a hatch in rough weather and was having problems with stability.



● FEARLESS operating with a landing craft utility (LCU) and Lynx helicopter during peace support operations off Sierra Del Retin in Southern Spain. Picture: LA(PHOT) Andy Pratt, HMS Fearless

Chiddingfold sent a sea boat with men and equipment across to the ship and after a tricky operation, the sailors successfully pumped out the affected compartment.

After the passage the MCM vessels met up with the remainder of the MCM task force in Portimao, Portugal, and set about clearing beaches of mines for the impending amphibious assault.

Chiddingfold was the first vessel into the area and deployed her sonar, remote control mine disposal vehicles and divers to recover exercise mines.

Further West, HMS Liverpool's Capt Philip Wilcocks was taking command of a group which included HMS Cumberland, Iron Duke, Richmond, Somerset, RFA Orangeleaf and the French corvettes FS Pimodan and Drogou.

They met south of the Algarve and after an intensive period of training with Spanish, Portuguese and US navies, conducted a major anti-surface exercise.

Their task was to find an embargo-breaker played by the 57,000 ton United States military forward support vessel called the Stephen W Pless which was being protected by a 'rebel' task force led by HMS Argyll and including the Italian

frigate ITS Aliseo and the French A69 frigate Commandant de la Herminiere.

The search spanned the Straits of Gibraltar and the Eastern Mediterranean before Ples was discovered hugging the Spanish coast and Iron Duke and Liverpool managed to apprehend her despite some close attention from the 'Azurian' rebels.

Liverpool's group also made the most of the opportunities for multi-threat training during the Force Integration Stage of the exercise with several major air defence exercises involving AV8s from the Spanish aircraft carrier Principe De Asturias and RAF Tornado GR1Bs.

Boarding party

For the final part of Strong Resolve, the group split into two, with Cumberland taking charge of ships heading north to work off the Portuguese Atlantic coast where they acted as Azurian Forces loyal to the fictitious government but intent on drawing NATO forces into the dispute.

Cumberland led boarding operations on to suspected rebel ships, towed a vessel reported disabled by rebel fire and conducted live firings on the high seas, all contravening the 'UN Resolution' in force and

aimed at testing if NATO's resolve really was strong!

Meanwhile Liverpool remained in the Straits of Gibraltar and Eastern Med and had several skirmishes with NATO forces, although in the end the 'peace' was finally kept.

Strong Resolve also put the acting talents of RFA Orangeleaf's crew to the test. She was tasked with acting as a merchant ship with a valuable cargo loyal to Azule but switching sides to the rebels when the going got too tough.

Warships' boarding passes were subjected to a motley attired and somewhat stropic crew, compounded by a captain who only spoke Welsh and the performances were reported as being worthy of Equity cards.

Orangeleaf also topped up the tanks of nine Strong Resolve participants at the end of the exercise, and said the queue was reminiscent of Saturday morning at the supermarket petrol station.

At the end of the exercise, Liverpool's Capt Wilcocks said: "All units have acquitted themselves very well, building on national training to meld into an integrated task group. It has been a privilege and a pleasure to command such an excellent task group, which has worked so well together."



Minister drops in

ARMED Forces Minister Dr John Reid was among the VIPs who joined RN ships during Strong Resolve.

Dr Reid is pictured (above) on board a beach armoured recovery vehicle from the Amphibious Task Group with 4ASRM's Sgt Steve O'Sullivan.

On line info

HMS ROEBUCK was the only Rapid Environmental Assessment unit involved in exercise Strong Resolve.

Roebuck had already spent five weeks gathering data on Southern Spanish beaches during Exercise Rapid Response (Navy News April 1998.)

She disseminated this information to all units involved in Strong Resolve and stayed in the area to provide on the spot environmental data collection for the amphibious task group commander.

The ship was able to keep other units up to date by sending hundreds of megabytes of information on mine, amphibious, ASW and above water warfare information via the internet.

Roebuck was diving support vessel for FDU02 who were involved in very shallow water mine clearance operations.

New weapon

HMS Triumph operated in direct support of HMS Chatham and her task force during Strong Resolve.

Triumph helped to locate and identify the enemy task force and discover U25, a German Diesel submarine, found lurking in the middle of the traffic separation scheme.

U25 laughed when she was asked to surface, and since Triumph was not allowed to sink her, she did the next best thing, exposing the sub to her secret weapon, singing "Rule Britannia" over the underwater telephone.

The Germans replied with a Teutonic rendition of "It's A Long Way To Tipperary" as she was tracked departing from the exercise area.

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● HMS Argyll leads the task unit protecting the 57,000 ton US military forward support ship Stephen W Pless, playing the role of a merchant ship with a valuable cargo.

Helping Hands

CAPTAIN BACKS BOSNIA APPEAL

THE CAPTAIN of RFA Diligence is making a personal appeal on behalf of children in the war-torn Bosnian city of Mostar.

Capt Roger Robinson Brown experienced the misery and destruction caused by the war first-hand when he was Commanding Officer of RFA Resource during Operation Lodestar, one of Britain's contributions to the Stabilisation Force (SFOR).

Mostar's Muslim and Croat communities endured three years of heavy shelling by Serbian forces but worse was to come.

When the Serbian advance was halted the Croats turned on the Muslims and attempted to drive them from the city by shelling and hand-to-hand fighting.

And the legacy is a hatred between the two communities and an ever-present danger from abandoned mines and explosive ordnance.

Capt Robinson-Brown said: "Unless you have been exposed to

Bosnia it is very difficult to comprehend the misery that many of the people have gone through. Mostar was particularly unpleasant and even now it is menacing and unsafe at times.

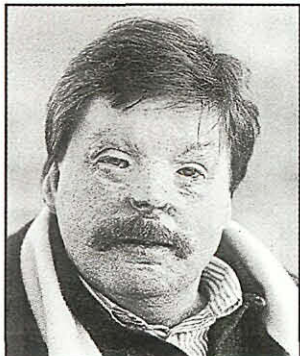
Mine awareness

"The charity I want people to consider supporting is Dyeca Prije Svega - Children Before Everything. It is centred around a pop music radio programme which is presented by children for all children in Mostar.

"The charity's aim is to overcome the hatred caused by the attempted ethnic cleansing and to promote mine awareness among the audience.

"If you agree to support Children Before Everything, the money will be used to widen the mine awareness programme and give the children days out and a respite from Mostar."

To make a donation, send a cheque made out to Capt Robinson-Brown (Children Before Everything) to Commanding Officer, RFA Diligence, BFPO 438.



Simon issues an invitation to the Arctic

FALKLANDS veteran Simon Weston is on the look-out for Naval personnel willing to tackle a 100km trek inside the Arctic Circle.

Simon is the Vice President of the Royal Star and Garter Home for disabled ex-Service personnel and the expedition to Lapland in September is his latest fund-raising initiative.

Launching the challenge, Simon said: "I hope as many people as possible will join me on this adventure and help to raise much-needed funds for the disabled ex-residents of the home.

"I'm really looking forward to it and hope that, with your help, we can make this event a great success."

Entrants can also opt for a 435km bike ride in the same region. For an information pack, call Patsy Willis or Belinda Cuthbert on 0181 940 1351.



FAMILIES day at HMS Excellent raised £800 for the Naomi House Children's Hospice at Winchester.

The money was presented to the charity's Catherine Beck by families day officer Lt Grassy Meadows. This year, HMS Excellent's fund raising will support the charity Sail Ability.

Coventry's anglers net huge profit

A TRIO of keen anglers on board HMS Coventry, at present on patrol in the Gulf, hauled in a big catch when they held a 24-hour 'fishathon' on board.

While the frigate was at anchor off Bahrain, they reeled in 77lb of fish, mainly small sharks, on to the ship's quarterdeck, using sand eels for bait.

The anglers - LST Bob Holden, LMEM Andy Ashworth and AB Steve Bull - also brought in a bumper £840 of sponsorship money put up by the rest of the ship's company. When Coventry returns to the UK the cheque will be presented to her adopted charity, the Wild Goose Ward at Derriford Hospital, Plymouth, which treats children suffering from leukaemia and cancer.

SEVEN cyclists from HMS Grafton raced the ship from Edinburgh to Ipswich to raise cash for their adopted charity.

The team, led by LCH Paul Allen, arrived a few hours ahead of the ship after a 440-mile journey, and collected £1,300 for Beacon Hill Special Needs School in the process.

SERVICEMEN from the Royal Haslar Hospital clocked up a staggering 350km during a 24-hour charity rowathon.

IN BRIEF

POMAs Dave Pickering and Richie Speller, LMA Bob Harrington and SAC Aaron Giles generated £1,200 for the cancer research campaign through their exhausting effort.

Youngsters at St George's Beneficial School in Portsmouth have been given a helping hand with their reading by volunteers from HMS Nelson.

The sailors have been spending one morning a week listening to the children and hope that the scheme will become a long-term project.

A charity for young people in Portsmouth saved hundreds of pounds in setting up a new drop-in centre with help from ten sub lieutenants from HMS Dryad.

The volunteers, who are on a 16-week seamanship course, enabled the Southern Focus Trust to clear out Anchor House without professional help.



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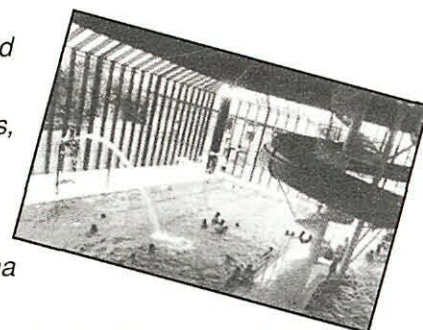
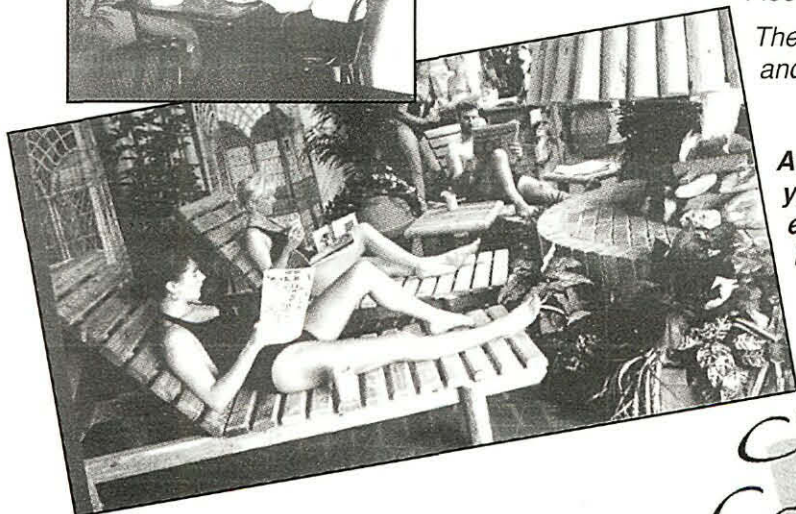
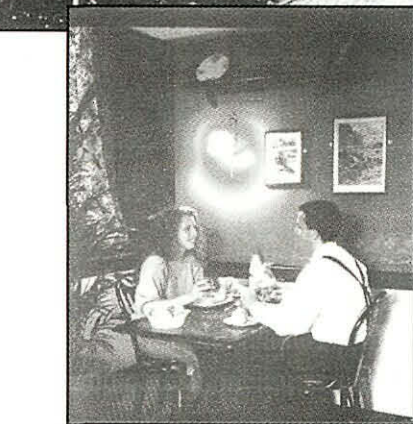
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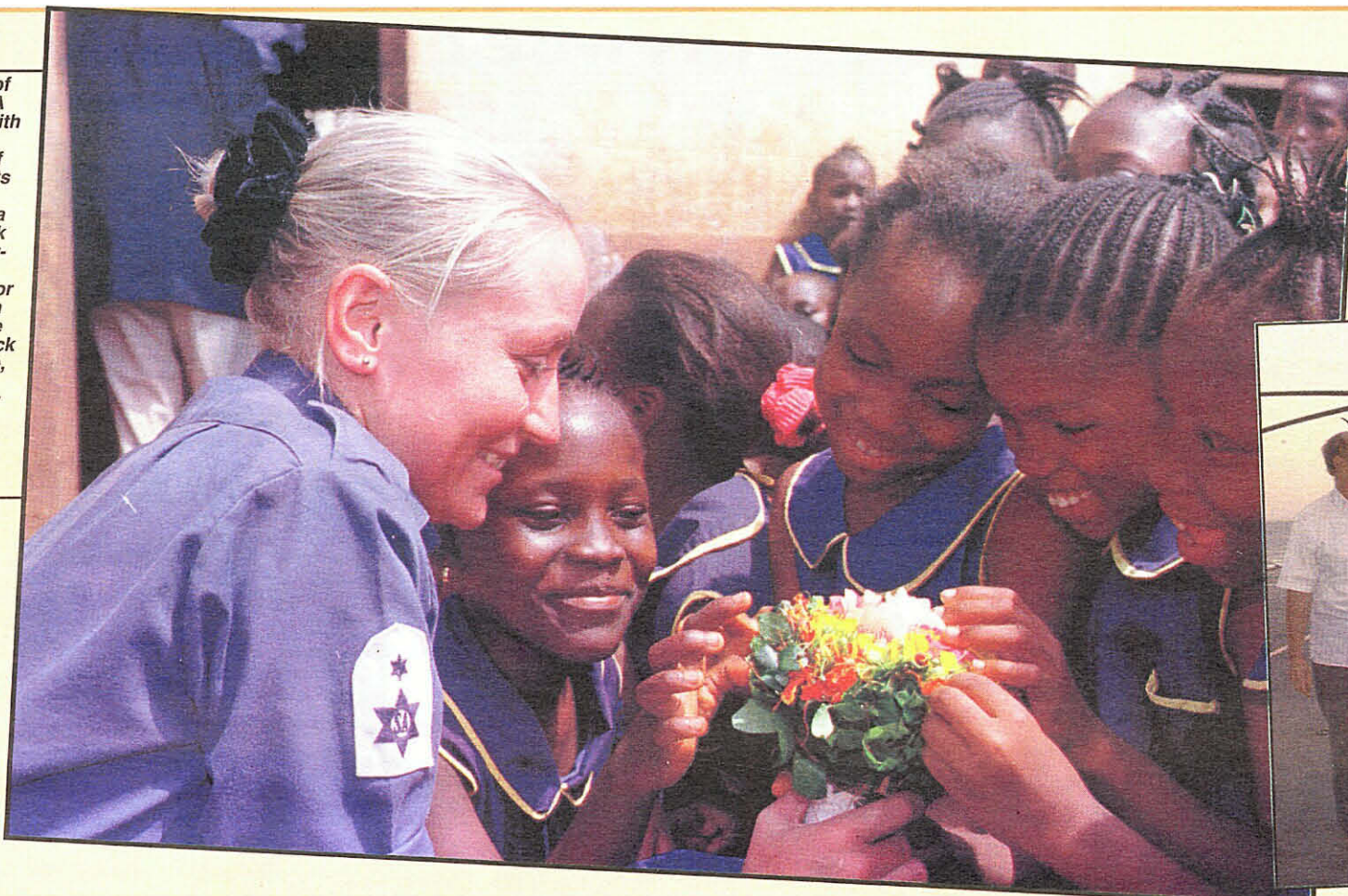
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● **Flower of youth** – SA Alison Smith gives the children of Akibo Betts School in Freetown a closer look at the flowers she received for her help in getting the school back into shape, ready to reopen for the first time since May 1997.



● **Escapee** – Capt Anthony Dymock, Commanding Officer of HMS Cornwall, welcomes Dr Mike Downham to the ship. Dr Downham was forced to flee into the bush from Bo Hospital at the end of February, when fighting intensified. He was flown to Freetown by RN Sea King helicopter and received medical attention on the ship.



Frigate's 'kick-start' wins accolades

THE SHIP'S company of HMS Cornwall has won presidential praise for their humanitarian work in Sierra Leone.

With the rebel junta crushed by Nigerian forces, the democratic government of President Kabbah was faced with a crippled country – but had the support of the Type 22 frigate, ready to play a key role in helping repair the shattered infrastructure.

● **Helping hand** – L/Cpl Trevor Smith RM, currently serving in HMS Cornwall, gives Salh Banye some comfort and reassurance at the Wallace Johnson School in Freetown.

Now back on deployment, the ship's company of HMS Cornwall has had time to reflect on their difficult humanitarian role in rebuilding a country where brutality and poverty had become the norm.

HMS Cornwall, the West Africa Deployment Ship, was asked to provide emergency food aid, engineering and medical expertise, medical supplies and manpower to help rebuild and reopen hospitals and schools, and to help aid programmes.

Operation Resilient was under the command of Permanent Joint Headquarters in Northwood – but in reality, many events and actions had to be decided on the

spot in Freetown, the capital city, by Capt Anthony Dymock, the frigate's Commanding Officer.

As the ship sailed from Freetown after almost a month in the area, Capt Dymock said: "Freetown is barely recognisable from the dark, carless ghost town with a few frightened faces when we first arrived alongside."

"Once again the streets are throbbing, and even the Mercedes showrooms are being restocked."

He said the harrowing sights would haunt the ship's company for years to come.

"They have certainly been shocked by some of the things they have seen – most Europeans are not used to this level of brutality and poverty."

Peter Penfold, the British High Commissioner, addressed the weary ship's company before they left,

telling them: "Your efforts in Sierra Leone should not be underestimated, and I personally want to thank you all for your remarkable achievements here."

His thoughts were echoed by President Kabbah, who thanked Capt Dymock and HMS Cornwall for their "kick-starting" of the rebuilding and renovation programme.

President Kabbah was hosted on board the Devonport-based ship for lunch.

Reflecting on the future, Capt Dymock said: "The longer-term outlook is difficult to call; the momentum is not what we would wish."

"The Government, non-government organisations and aid agencies are having to start from scratch, but

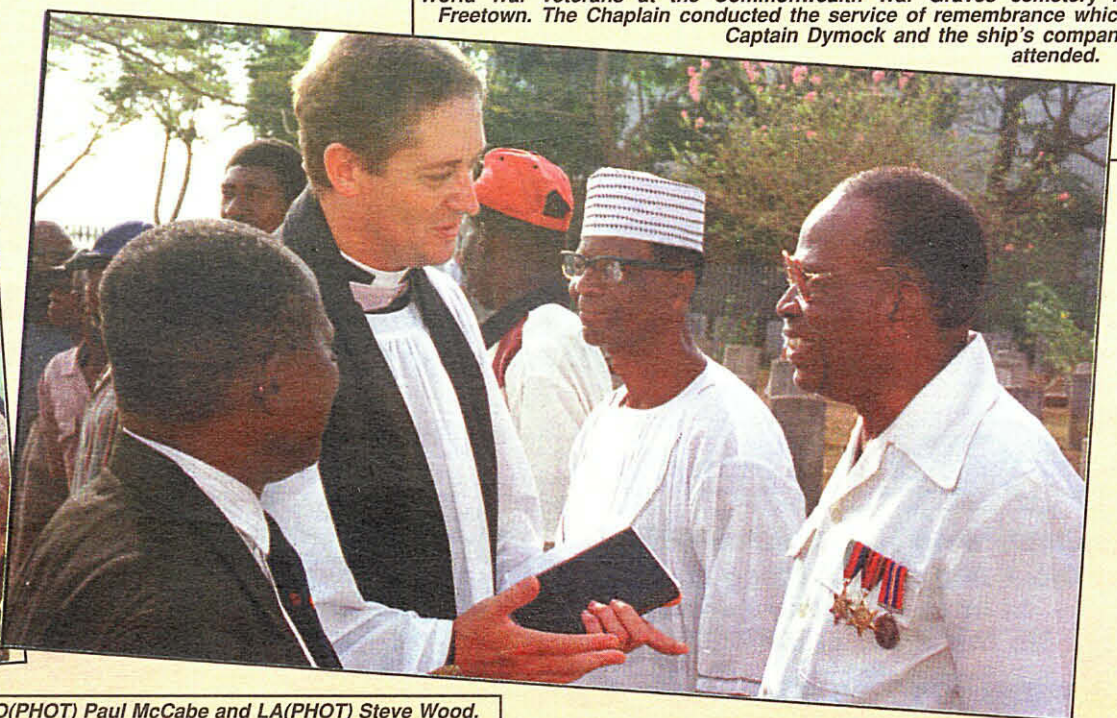
bureaucratic inertia and private agendas are frustrating what should be a fast and effective programme of relief."

After leaving Freetown, Cornwall had a much-needed period of rest and recuperation in Tenerife, where a number of wives, families and friends flew out to see them.

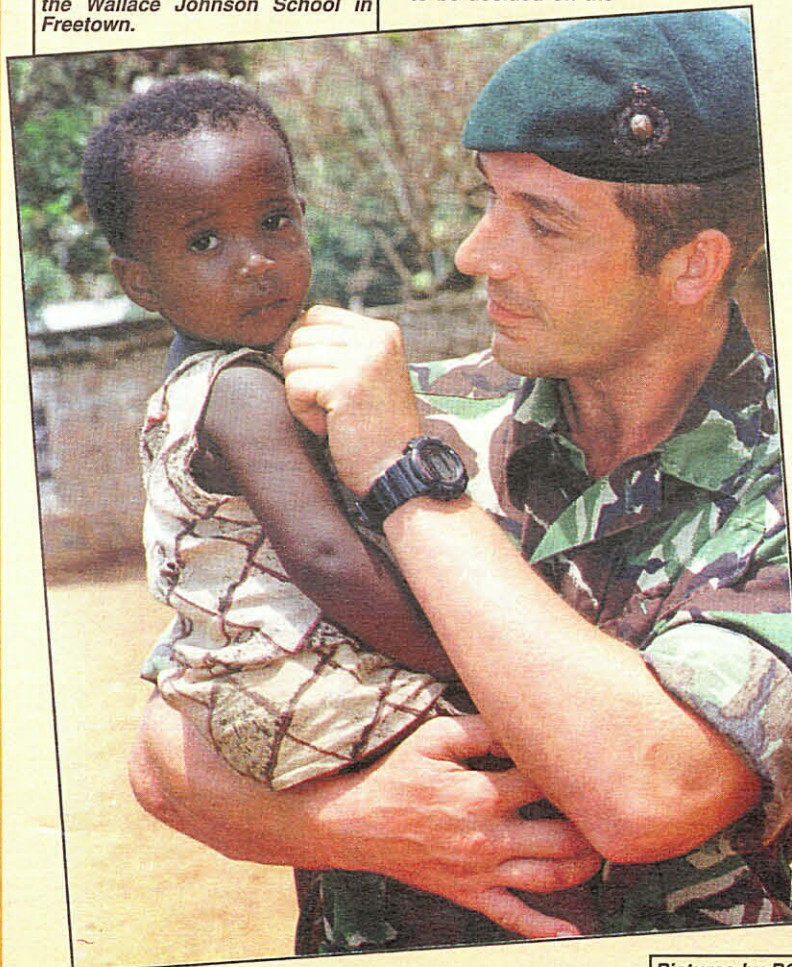
Accompanied by RFA Oakleaf, she is now heading south along the west coast of Africa, with visits scheduled at places such as Nouadhibou in Mauritania, Owendo (Gabon), Douala (Cameroon), Conakry (Guinea), Luanda (Angola), Walvis Bay (Namibia) and Port Elizabeth and Cape Town (South Africa).

She is due back in the UK in August.

● **Remembering** – HMS Cornwall's chaplain Garth Petzer talks to Second World War veterans at the Commonwealth War Graves cemetery in Freetown. The Chaplain conducted the service of remembrance which Captain Dymock and the ship's company attended.



Pictures by PO(PHOT) Paul McCabe and LA(PHOT) Steve Wood.



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ADVENTUROUS LADY 53 seeks gentleman. Interests - dancing, walking, maritime paintings **BOX MAY 12**

DARK HAired beauty, young 37, seeks Navy (28+) for romance **BOX MAY 13**

ROTHERHAM FACTORY girls require penfriends/ship to adopt photographs appreciated **BOX MAY 14**

BLONDE DIVORCEE aged 30, petite 5ft 5" seeks service penpals for friendship/relationship **BOX MAY 15**

SMILING, SINGLE - slim and smart lady 40+ seeks pen-pal **BOX MAY 16**

ORGANIC GARDENER seeks interesting people, python humour, loves dumplings, gravy **BOX MAY 17**

EH-OH Two Tellytubbies seek TinkyWinky and Dipsy to share Tubbytoast! **BOX MAY 18**

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CLASSY BLONDE eyes blue 30's seeks hunky sailor (photo please) **BOX MAY 21**

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The **CLANCY/FOLLET** reader I met on the London train on 27th March. Apologies for my abruptness but want to develop this brief encounter. **BOX 9649** leaving clues.

MICHELE, 29, 5' 6", blonde hair, blue eyes, attractive, GSOH and personality, caring, friendly and sociable, loves enjoying life, seeks navy lad, 27-34, with GSOH and personality for friendship/relationship. **BOX 9650**

32 yr **OLD Mum** (3 Tots) would like to start a penfriendship with an honest sailor. I'm 5' 8", slim and have blue eyes. If you're lonely or got hurt like me, grab a pen not a pint and write. **BOX 9651**

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Taranto squadron to re-form for Merlin

A SQUADRON which was disbanded in 1989 will be re-formed to operate the Navy's new Westland Merlin anti-submarine helicopter.

When it ceased to exist, 824 Naval Air Squadron was equipped with Sea King helicopters, but it has a history which takes it back to 1933. In 1940 it was one of only four Swordfish squadrons that dealt a body blow to the Italian fleet at Taranto in the first carrier-borne torpedo attack.

At present only one 'Taranto' squadron is in service - 819 NAS which operates anti-submarine Sea Kings.

In all, 824 won seven Battle Honours in World War II, flying Sea Hurricanes, Wildcats and Barracudas, as well as Swordfish, and saw service protecting Malta, Atlantic and Arctic convoys.

Post-war 824 was equipped with Fireflies, Avengers and Gannets before converting to helicopters in the late 1950s. In the Falklands War it operated Sea King anti-submarine and airborne early warning aircraft.

The squadron is expected to re-form at RN air station Culdrose by



● The Westland Merlin helicopter... 824 Squadron, one of only four to possess one of the Fleet Air Arm's proudest Battle Honours - Taranto - is being re-formed to evaluate the aircraft operationally.

the end of next year and will have the task of providing advanced and operational flying training for aircrew and engineers.

The first front-line unit to use the Merlin is expected to be 814 (Tiger) Squadron.

An earlier milestone in the Merlin's entry into service takes place on December 1 this year when 700M Naval Air Squadron re-forms at Culdrose as the Merlin Intensive Flying Trails Unit. It will provide the basis of operational capability, establish the training system foundation and identify areas for future operational evaluation.

A squadron bearing the number 700 was originally formed in 1940 and was the pool and HQ for all catapult aircraft, mainly Walruses, embarked in warships. From the mid-Fifties independent units were formed, briefly, as 700 Squadron to trial new aircraft types.

Depending on its task the squadron was given a suffix letter. The IFTU which trialled the Sea Harrier, under the command of Lt Cdr Nigel (Sharky) Ward, in 1979-80 was known as 700A Squadron; while in its most recent incarnation, as IFTU for the Lynx HAS.3 in 1990-92, it was known as 700L.

DCI RN 44/98

Trophy for Type 42's RAF work

HMS Manchester has been awarded the Wattisham Trophy as the RN vessel that has most significantly promoted integrated operations with RAF units in a maritime environment during 1997.

Having received a Good assessment for anti-aircraft warfare while undergoing operational sea training at Devonport, the Type 42 destroyer maintained the impetus during a joint maritime course as the AAW Commander.

Through her close liaison with 23 Squadron RAF, many Air Force personnel have been taken to sea and exposed to the Naval perspective of air defence operations. She has collaborated and assisted with many trials and exercises in UK waters which have helped lead to further improvements in air defence interoperability.

DCI JS 18/98

RN in Tall Ships Race

ROYAL NAVY entry for this year's Cutty Sark Tall Ships Race is HM sail training craft Racer.

Applications to join in one of the race's five legs are being invited from all ranks and ratings, including Reservists and members of University RN Units.

Racer will leave Gosport for Falmouth on July 10 for the first (eight-day) leg. The other legs will take the yacht to Lisbon (July 18 to August 2), Vigo (August 2-11), Dublin (August 11-24) and back to Gosport which she reaches on September 5.

Cost to participants of each leg is between £50 and £280.

Racer has a berth for a skipper and 11 crew, not all of whom need to have had previous experience. Over half the crew for the Falmouth-Lisbon and Vigo-Dublin legs must be under the age of 26 on July 19.

Also running in June-August will be the Joint Service sail training exercise Scotwest 98, comprising 13 week-long legs off the west coast of Scotland in HMSTC Gawain, starting and ending at Clyde Naval Base.

DCIs RN 40/98 & JS 11/98

Vigilance keeping the flames at bay

A DROP in the number of fires in surface warships last year was offset by a 50 per cent increase in fires on board RFA vessels - from eight to 12 - and a rise from five to seven in submarines.

In all there were 90 fires reported, compared with 88 in the previous year, though the degree of vigilance shown by ships staff remains high, resulting in only 15 per cent of fires needing more than first-aid.

Only one fire was due to negligence, and only 14 were not put out by first-aid, electrical isolation or self-extinguishment. All 14 were in surface warships, which accounted for a total of 71 of the fires - a decrease of four. Of the total number of incidents, most took place at sea, with 40 per cent in harbour, refit or dock.

Changes in insurance for baggage

TRANSIT insurance for the personal and household effects of Service personnel is now the responsibility of the individual.

To compensate for the additional cost, rates of disturbance allowance have risen. Those who are not entitled to disturbance allowance on posting, including single, living-in personnel, will be able to claim an insurance allowance up to £35.

Indemnity insurance for storage and removals to and from store will continue to be provided up to a maximum value of £25,000 and a maximum volume of 2,400 cu. ft.

DCI JS 34/98



'I saw smoke...'

The largest single cause (33 cases) was an electrical or electronic fault, and most of the fires (41) took place in machinery spaces.

Flooding incidents increased from 22 in 1996 to 25. Twenty of them were small and only five medium. None was due to negligence.

DCI RN 27/98

No more Qs for women medics

FEMALE medical assistant recruits will no longer enter Queen Alexandra's Royal Naval Nursing Service.

From April 1 all new entrant and re-entrant female MAs will enter the Royal Navy MA branch within RN terms of service - including access to a second open engagement and a reserve liability.

The move comes as a result of a review by the Medical Director General (Navy), as well as changes brought about by the Defence Costs Study, the introduction of sea service liability for females, and their entry into the RN.

All female recruits to the MA branch will now drop the (Q) suffix which has been part of their title since female MAs were first accepted into the RN Medical Service in 1987. They will also lose the Queen Alexandra monogram on their uniforms.

Existing MA(Q)s will be offered transfer to the RN MA structure, subject to them accepting RN terms of service. Otherwise they will remain in the QARNNS as MA(Q)s.

DCI RN 41/98

This regular feature gives general information about new Defence Council Instructions affecting conditions of service. If they apply to you, study the full, original text.

● **Floating away** – Admiralty Floating Dock 60 heads for Iceland after dominating the Gareloch skyline for 32 years. Although not a commissioned ship, the dock was entitled to fly the White Ensign, which was lowered at a ceremonial sunset ceremony. Built in Portsmouth, AFD60 arrived in Scotland in 1966, and was one of 81 docks built by the Admiralty between 1906 and 1945.



Fun in the sun

A TIMESHARE in Florida is available at the end of September for non-commissioned personnel of the RN, RM, WRNS and QARNNS.

The one-bedroom apartment for up to four adults is at St Augustine Beach, and nearby attractions include Disney World, Sea World and Kennedy Space Centre.

The holiday, from September 27 to October 11, costs £480; travel and insurance are NOT included.

Applications must be made in writing to the China Fleet Club (UK) Charitable Trust, Saltash, Cornwall PL12 6LJ by August 3, giving a daytime contact telephone number. A draw will be held.

Comms centre changes hands

OWNERSHIP of the former Naval communications centre at Fort Southwick has passed to a newly-formed defence agency.

Both the centre itself, and the historic site on Portsdown Hill overlooking Portsmouth, have been transferred from Commander-in-Chief Fleet's portfolio to the Defence Communications Service Agency,

which is now responsible for delivering information for defence.

Commcen Fort Southwick (FSK) has been divided into two separate business units, both headed by RN lieutenants.

Previously Commcen FSK was one of seven centres within the Naval Shore Telecommunications Network, which in the main provided formal messaging for Naval shore authorities, HM ships and RFAs. That is now part of DCSA.

A Vesting Day was held to mark the occasion, attended by Rear Admiral Peter Franklyn, Flag Officer Surface Flotilla.

Fort Southwick, a listed ancient monument, has long been associated with Britain's maritime forces.

Completed in 1870, the fort was designed to protect Portsmouth Dockyard, denying potential French invaders the high ground needed to bombard the Naval base away to the south.

It fell into a reserve role by the end of the 19th century, but in 1944 came its finest moment, when it was Combined Operations Headquarters for Operation Overlord; the network of subterranean tunnels contained a comprehensive Naval Operation Control Centre with associated communications capabilities.

In 1945 the fort reverted to reserve status until 1962, when it enjoyed 12 years as a NATO communications centre.

The fort itself is now sealed off, and the main communications centre is above ground.

Driving skills tested



● **Eastern rovers** – from left, LWEM(R) Juan Lawson, POWEM(O) Dave Chislett, Cdr Paul Morris and LWEM(O) Mark Naylor.

Collingwood teams grab high placings

TWO TEAMS from HMS Collingwood have tested their driving and navigation skills in an Army competition – and both finished high up the order.

Team One – POWEM(O) Dave Chislett and Cdr Paul Morris – came third out of 40 entries in the Expert category. Their colleagues in Team

Two – LWEM(R) Juan Lawson and LWEM(O) Mark Naylor – finished fifth out of 22 in the Beginners event.

The daylight exercise took place over a 100-mile course at Stanford training area, and tested crews' skills at route-plotting, map-reading, time-keeping and driving, using Land Rovers.

UN ruling may affect juniors

JUNIOR sailors and Royal Marines may be kept away from operational situations under a planned new protocol of the UN Convention on the Rights of the Child.

The Army already excludes soldiers under 17 years and three months, while for the RAF the bottom age limit is 17 years and six months, but the RN currently allows 16-year-olds to go on active duty.

Defence Minister Lord Gilbert announced a review of this policy in the House of Lords last month – in the week that OM David Allen joined HMS Cardiff, two months before his 17th birthday, for a three-month tour as part of the NATO Standing Naval Force Mediterranean.

● **Back home** – destroyer HMS Glasgow reaches Portsmouth after more than 18 months in refit at Devonport. Work included updated weapons and machinery systems, hull repairs and a new mainmast.



Medical link is confirmed

THE LONG-STANDING connection between the Royal Navy Medical Services and the Royal Army Medical Corps was reinforced at a mess dinner at the Royal Naval Hospital in Gibraltar.

The hospital, in a stunning setting overlooking the Straits of Gibraltar, was run by the RAMC until 1964, and it was deemed fitting that this centenary year of the Corps should be marked in some way at the hospital.

Show features battle

A BOAT show is promising a spectacular final-day draw – a re-enactment of the Battle of Trafalgar and open-air concert.

The International Wooden Boat Show at the National Maritime Museum, Greenwich, features dinghies, canoes, skiffs, day boats, yachts and motorboats, and

children will get the chance to paddle a coracle in the boating pool.

Chandlery and boating equipment will also be on display.

The show runs from Thursday May 28 to Sunday May 31.

Details are available on 0181 858 4422 or 0181 312 6565.

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Tribunal ruling was 'harsh'

THE MOD is considering an appeal following a 'harsh' industrial tribunal ruling on a discrimination claim.

CPO Pauline Telfer claimed that she had been passed over for promotion to warrant officer because she had no sea-going experience, and that as she had joined the Navy before women were allowed to go to sea this amounted to sex discrimination.

In 1990 the policy changed, and Wrens already serving were given the option of going to sea.

The Southampton tribunal ruled that CPO Telfer had been discriminated against, and that the Navy had refused to acknowledge that it was at fault.

As CPO Telfer, a radio supervisor at HMS Collingwood, had not been promoted, she will have to retire next year, while as a warrant officer she could have continued for a further ten years.

Based on lost earnings, and an element for "hurt feelings", the tribunal awarded her £124,495.

An MOD spokesman said the MOD accepted there was inadvertent and indirect discrimination against CPO Telfer, but with no malicious intent, adding there was a feeling that the wording of the ruling was harsh.

Royal Navy to have 30 ships at festival

Port prepares for maritime 'party'

PORTSMOUTH Naval Base is set to host "the biggest party in Europe" this summer.

That is how media director David Redfern sees the International Festival of the Sea, which takes place from August 28 to 31.

The first festival, held in Bristol two years ago, attracted 368,000 people and was broadcast worldwide to an audience of around 200 million.

This year the Naval Base can offer three times the length of quaysides, and around 800 ships are expected to attend.

Thirty of the ships will be the biggest sailing ships in the world, with the Mir, Sedov and Kruzenshtern from Russia and Libertad from Argentina.

An 18th century street market a quarter of a mile long will be created in Anchor Lane, opposite Semaphore Tower, and there will be street entertainers, exhibitions and demonstrations.

The Royal Navy will play a major role – and sees the festival as an ideal opportunity to make contact with those who may be interested in a Navy career.

Capt Paul Canter, one of the festival organisers, said: "The Festival is an upbeat way to reach decision-makers in industry, those youngsters who may be considering the Navy as a career, as well as a large international audience."

"It is a wonderful way to see our maritime heritage and tradition in action – a vital element in our island culture that is so often unseen."

"The Royal Navy will be represented with 30 ships, with aircraft carriers, destroyers, frigates, mine counter-measure vessels, survey ship HMS Endeavour and assault ships."

"This is probably the largest gathering of Royal Navy ships in recent memory and we are very confident that the partnership between the Royal Navy and the Festival team will be a great success."

The Navy's involvement will include Harriers, heli-

copters and the Fleet Air Arm historic flight.

The entry price will be £16, which will include admission to HMS Victory, HMS Warrior 1860 and the Mary Rose, and all Historic Dockyard attractions.

Family tickets will cost £40, senior citizens will pay £14 and children of six and over will pay £10. Serving RN personnel will get £2 off the price of all tickets.

Musical entertainment includes a pop concert and the Band of Her Majesty's Royal Marines, and the first and last nights will finish with firework displays.

The site will open between 10am and midnight, with the Navy side shutting down around 6pm to focus on entertainment in the traditional ship area.

Tickets are on sale from this month at most Tourist Information Centres in the South East, and in coming months at South West Train stations, National Express coach booking offices, through Wales and West Trains or by phoning Ticketmaster on 0870 909 1998. They will also be on sale at selected base NAAFI (Spar) shops and Services shops.



● The location of the Festival.

New agency to repair aircraft

Some complex aircraft repair will in future be done by a new Defence Aviation Repair Agency (DARA), Armed Forces Minister Dr John Reid announced last month.

The agency will be formed next April by bringing together the current fixed wing and helicopter repair agencies.

Said Dr Reid: "DARA will be a vital step in the development of joint organisations for the delivery of defence output. It will be efficient, keep military skills which are required in the front line, and provide a surge capacity in a crisis."

Current agencies are the Naval Aircraft Repair Organisation based at Fleetlands, Gosport and Almondsbank (NARO) and the RAF Maintenance Group Defence Agency at St Athan and Sealand.

Fishing boats fined £1m

SPANISH trawler owners and skippers have been fined more than £1m for illegal fishing.

The Spaniards admitted more than 100 offences by a dozen boats which occurred between 1995 and 1997, and were detected by Royal Navy and Irish navy fishery protection vessels.

HM Ships Shetland, Orkney and Guernsey, of the Fishery Protection Squadron, were involved in the initial detection of the breaches of EU law.

Smooth test for new Merlin

THE LATEST Merlin helicopter has completed one of the quickest, smoothest ground test runs undertaken by a GKN Westland machine.

RN05, which will be handed to the RN Intensive Flight Trials Unit at Culdrose later this year, took just 20 minutes to pass the initial ground run.

"It is a significant achievement and underlines the progress which is being made with production of the new generation Merlin," said GKN Westland chief test pilot Colin Hague.



● Russian ship Kruzenshtern.

Capital showing

A VISIT to London by HMS Monmouth proved anything but a break for the ship's company of the Type 23 frigate.

The ship, berthed alongside HMS Belfast close to Tower Bridge, served as a platform for the filming of models in nautical costumes through the ages, an event set up by the National Maritime Museum to develop their new costume gallery.

There were also Meet the Navy days, when the frigate

was opened to the general public, attracting more than 1,000 visitors in addition to school groups and organised tours.

The ship's Commanding Officer, Cdr Malcolm Sillars, visited the chapel in the Tower of London in which lie the remains of the Duke of Monmouth.

When HMS Monmouth sailed, she took with her some 80 guests who enjoyed a cruise down the Thames before being landed at Gravesend.



Navy to recruit in cyberspace

THE ROYAL Navy website is to feature at Internet cafes and universities across the country.

And recruiters hope the initiative will give them direct access to the sort of people who can handle fast-changing technology.

Visitors to Cybercafes will get an on-screen invitation to explore the Senior Service's website, which contains almost 700 pages of information and pictures.

Clicking on the invite opens a page of adverts and information about careers in the RN and Royal Marines.

From this page they are taken straight to the Navy site, which is visited by more than 250,000 people a month.

An MOD spokesman said: "We have career opportunities now for young men and women as officers and ratings to take the Royal Navy into the millennium and beyond."

"There is nothing 'virtual' about world-wide travel, world-class training, excitement and variety which our careers offer."

"Be warned, after surging through the ocean in a 3,500-tonne frigate, you might find cyberspace a little predictable."

The Navy website is at <http://www.royal-navy.mod.uk>.

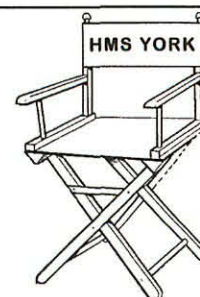


● Screen scene – from left, WTR Pony Moore, LS Norris Walker and LWTR Sarah Adams at the Webshack in Dean Street, London.

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OPERATION BOLTON VICTORS COME HOME TO THAT WONDERFUL RAIN

No more a Gulf between them

IT WAS cold, wet and windy, but for the sailors on board the ships returning from the Gulf, the typical, early spring weather was British – and wonderful. For if the weather was cool, the homecomings certainly were not.

First and biggest of the welcomes inevitably was reserved for HMS *Invincible*, which left Portsmouth in early September and – before the Gulf crisis diverted her – expected to return for Christmas. Instead, she was away for 205 days, 160 of which were spent at sea travelling almost 50,000 miles.

Understanding that her ship's company deserved a big thank you, Defence Secretary George Robertson embarked in the carrier overnight to sail into Portsmouth with her.

"They come home with honour, and with victory behind them," he said. "This was the right ship in the right place at the right time doing the right thing."

He said the ship's company contributed critically to making sure that the credibility of the UN was restored and that Saddam Hussein was forced into a climbdown.

Describing them as "dedicated, brave people", he said that he had talked to a large number of them



and found that morale was extremely high.

Invincible's Commanding Officer, Capt James Burnell-Nugent, described the resilience of the ship's company as remarkable. "They feel an enormous sense of achievement," he said.

Two days earlier, the ship's air group flew home to their air bases – 800 (Sea Harrier) Squadron to RN air station Yeovilton and 814 and 849 (Sea King) to RNAS



● Many happy returns for HMS *Nottingham* and (top and left) HMS *Invincible*.



Picture: LA(PHOT) Craig Leask, Surface Flotilla Photographic Unit

Culdrose. At both stations there were emotional, family reunions.

The day after *Invincible* returned, the Type 23 frigate HMS *Somerset* entered Devonport after an eight-week deployment to escort *Invincible's* relief, HMS *Illustrious*, on her work-up and voyage to the Gulf. *Somerset* had spent 53 of her 57-day deployment at sea.

On April 9, HMS *Nottingham* returned to Portsmouth to another rousing welcome. She had spent seven months on Armilla Patrol, which included visits to Malaysia and Hong Kong before the Gulf crisis developed. After a maintenance period and leave, it is planned that she will return East of Suez after the summer.

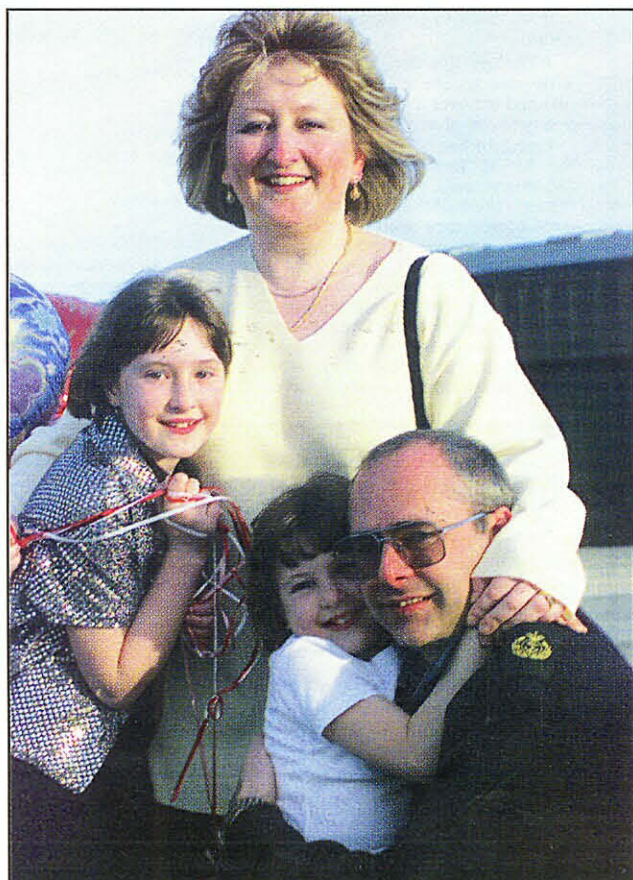
On the same day that the Type 42 destroyer arrived home, the tanker RFA *Bayleaf* returned to Devonport after almost two years in the Gulf supporting British and allied warships, as well as conducting her own patrols.

Bayleaf is now going into refit for several months.

Those little things that mean a lot

HMS *Invincible* produced a "trivia factfile" on her return.

During her marathon deployment, her aircraft dropped 400 practice bombs, 810 routine vaccinations were performed, 1,707 dental patients from eight different ships were seen, 45,000 toilet rolls were used, she received 115,000 signals – and transmitted almost 15,000 during Operation Bolton. Mail weighing 26,576 kilograms was received – the largest delivery, in Bahrain on January 27, weighed 2.25 tons.



● Arms and the man – CPOAEAM Dave Saxton of 800 Naval Air Squadron is greeted by his wife Sue and daughters Jenny and Stephanie on his return to RN air station Yeovilton.

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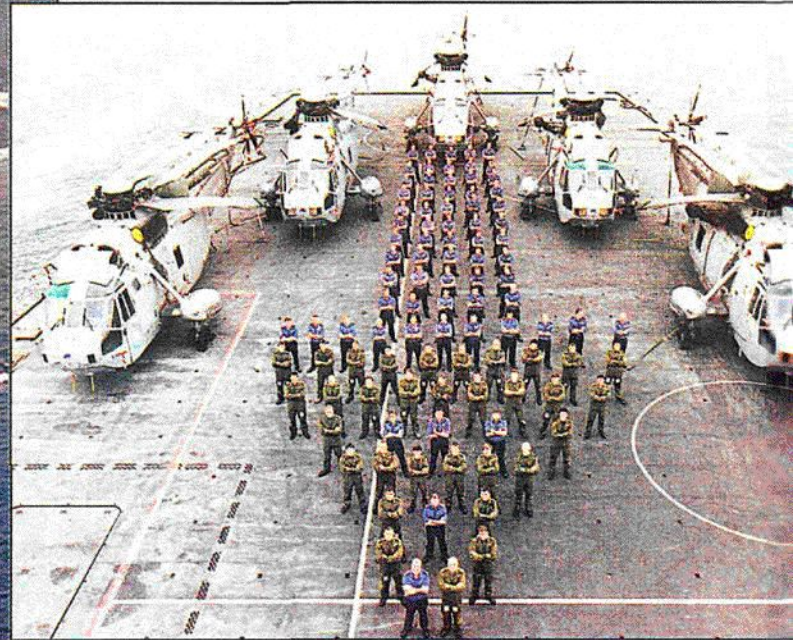
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● Heading for home – HMS Illustrious breaks away from a brief encounter with the USS John C. Stennis in the Gulf, and (right) 820 Naval Air Squadron points the way on board RFA Victoria. Five of the squadron's anti-submarine Sea King helicopters were embarked in the supply ship to make room in Illustrious for the Harrier GR7s of 3 Squadron RAF. At the head of the arrow formation is the CO of Fort Victoria, Capt Chris Knapp RFA, and the Squadron CO, Lt Cdr Matt Jennings.

LONG-DISTANCE



LONG-DISTANCE

S HIPS of the Third Mine Countermeasures Squadron will soon begin a long, two-month voyage home from the Gulf after conducting the most intensive MCM training in the region since the Gulf War and its aftermath.

HM ships Sandown, Bridport and Inverness have spent March and April in a highly successful series of bilateral and multilateral exercises which included ships of the US, Saudi, Kuwaiti and Pakistani navies.

Acting virtually as a self-contained unit, the three MCM vessels have been supported by the forward repair ship RFA Diligence – acting as command ship and garage, with 60 members of Fleet Support Unit 3 embarked – and the survey ship HMS Herald. She has been acting as battle management ship during exercises and has been using her hydrographic skills to provide environmental data.

Although the deployment coincided with the recent crisis, it had been planned for over a year to initiate a new policy of out-of-area activity.

Commanding Officer of MCM3 and the MCM Task Group, Cdr Richard Simmonds, said: "Because of the growing awareness of the threat of mines, and the fact that they need to be countered, the intention was that an MCM task group would regularly deploy outside the normal NATO areas."

"One of the primary strategic areas we are interested in is the Gulf, so it seems very reasonable that we start it here."

Diligence, providing workshops and stores that would normally be available

Far and succes mine t

From Anton

at MCM3's Faslane base, g
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"We've even brought our ow
with us," said Cdr Simmond
16 practice mines, and we've
some mines to a big multi-na
cise in mid-March.

As well as exercises, the
ships have taken part in d
industries demonstrations
minehunting technolog
Sandown class is recognis
the most advanced in the
and Britain is keen to expa
its commercial success ac
in sales to other navies, inc
those of Japan, the US
Spain.

The Saudi navy already has th
sels of the class in service, and a
for three more from shipbuilder
Thornycroft.

In Abu Dhabi the Sandowns
main focus for an exhibition ar
the Defence Sales Orga

Illustrious decks to be cleared for more air action

AFTER HMS Illustrious returns to Portsmouth on May 8 she will become the first of Britain's three Invincible-class carriers to operate without the anti-aircraft Sea Dart missile system. The work is scheduled for July.

The system will eventually be removed from all three ships, giving more flight-deck space and enabling them to operate more aircraft.

Generally, it is felt that on-board Sea Dart is not necessary for the ships' defence, as they have their own Sea Harrier fighters, they are now equipped with the highly effective Goalkeeper air defence system, and normally they are escorted during operations by at least one destroyer or frigate.

Illustrious left the Gulf in mid-April with the supply ship Fort Victoria, thus ending Britain's carrier commitment which began at the start of the Iraq crisis.

Four more RAF Tornado strike aircraft were ordered to Kuwait to replace the Harrier GR7s of 3 Squadron RAF which up to then had been embarked in Illustrious.

"With the approach of the Gulf summer, Tornados will offer better capabilities in the extreme heat than the Harrier aircraft operating from HMS Illustrious," said Defence Secretary George Robertson in announcing the decision to withdraw the ship.

The Ministry of Defence was not commenting on news reports that the efficiency of the Harriers was affected by hot air which reduced the effectiveness of the downward thrust of their engines when carrying a heavy payload.



● HMS Illustrious's last Sea Dart firing. When she returns to Portsmouth the anti-aircraft missile system will be removed to provide more deck space – and room for more embarked aircraft.

Remaining in the Gulf will be Britain's two Armilla Patrol warships and a fleet tanker.

Mr Robertson said Saddam Hussein had yet to provide evidence that he has

destroyed all his weapons of mass destruction. "Given his track record, it is therefore too soon to relax our vigilance and reduce our military capability in the Gulf."



E RUNNERS . . .

WHEN HMS Coventry arrives back home in the first week of June, she will have been deployed 221 days – the longest of any warship in the Gulf since the crisis began.

Her routine of multinational operations and exercises – involving ships from the US, Netherlands, Canada, France and Bahrain – have continued, interspersed with spells of sanction-busting in the northern Gulf.

Coventry's Commanding Officer, Capt Paul Lambert, said: "This has been a long and challenging deployment . . . The ship's company feel proud to have been associated with solving the latest crisis with Iraq. We are now all looking forward to returning home."

Soon she will hand over to HMS Grafton, which left Portsmouth in mid-April. Coventry will then return home via Rhodes and Gibraltar.

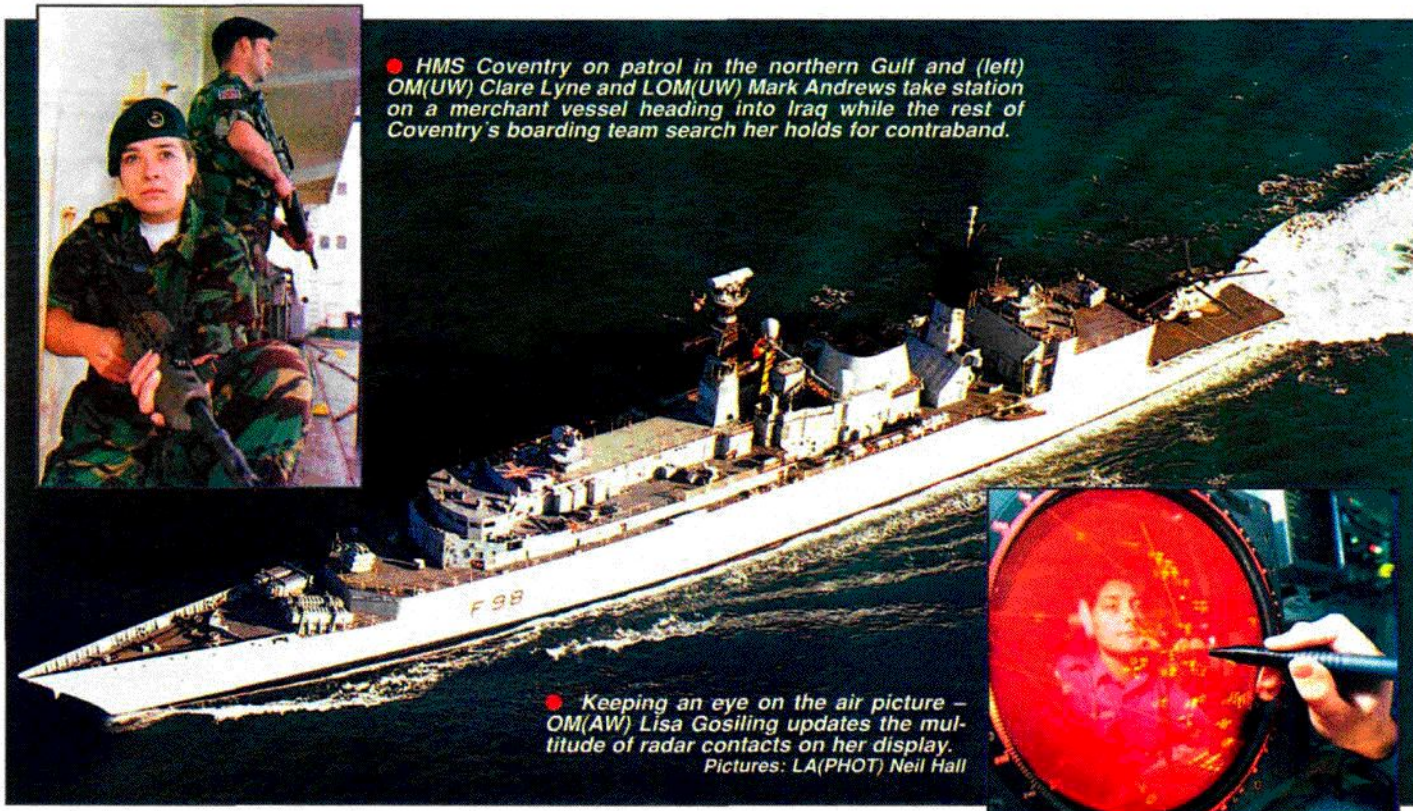
HMS Nottingham, Coventry's escort companion in the Gulf during the crisis, was relieved on March 22 by HMS York off Oman. Early in her eight-month deployment York fuelled and provisioned at Gibraltar and Crete before passing through the Suez Canal.

As long as tension in the region remains low, her ship's company are hoping to be joined by their families for an operational stand-off in Singapore in the summer.

Another new arrival in the region is RFA Brambleleaf, which has taken over the duties of RFA Bayleaf as resident fleet tanker – a deployment normally lasting two years with crew rotation.



● HMS Coventry on patrol in the northern Gulf and (left) OM(UW) Clare Lyne and LOM(UW) Mark Andrews take station on a merchant vessel heading into Iraq while the rest of Coventry's boarding team search her holds for contraband.



● Keeping an eye on the air picture – OM(AW) Lisa Gosling updates the multitude of radar contacts on her display. Pictures: LA(PHOT) Neil Hall

DISTANCE HUNTERS

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Hanney in the Gulf

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(DESO), during which the task group was visited by the Director of DESO, Rear Admiral John Tolhurst, and Commodore Minewarfare, Commodore Christopher Ellison.

The deployment has, in the words of Cdr Simmonds, provided a two-way flow of experience, not least due to the fact that the Gulf waters present a testing environment, due to temperature layering which can disguise the presence of mines.

"If there is a strong layer on the surface, the sonar may not be able to penetrate into lower layers," said Sandown's CO, Lt Cdr Paul Jones. "Our sonar can dip below that layer to provide a bigger picture."

And the Gulf is 'data sparse' when it comes to the layout of the sea bed – surprising when one considers that it is the shipping equivalent of a motorway.

"Lots of operations have taken place here, but there isn't a great deal of data to call up to make assessments on how easy or otherwise it is to conduct mine

warfare," said Cdr Ian Turner, CO of Herald, whose new grey livery emphasises her warfare role.

"Our focus is now providing hydrographic data to support warfare, and frankly if it's not in short order relevant to a warfare commander, then what we're doing is lost in space."

"The data not immediately useful to a warfare commander can always be charted in slower time, so we haven't lost that. It's just a question of priorities and primary function."

After a two-week maintenance period in Dubai – during which families and friends flew out for a holiday – the task group was visiting Wuddam and Muscat and Oman before turning for home to complete their 6,000-mile round trip.

They are hoping for a calmer return: They all have stories of the mountainous seas that beset the little ships in the Bay of Biscay, and the Force 11-12 in the Ionian Sea – "not pretty" was how Cdr Simmonds described it . . .

"Quite exciting" was how Bridport's CO remembers the Biscay gale, in which his ship heeled over as much as 38 degrees – "with my feet on the wall".

And in Diligence, Capt Roger Robinson-Brown RFA, found it "extremely uncomfortable."

"Diligence is a great ship – she's very functional, she does everything you want, but she's just a block of flats parked on the f'c'sle head when you get bad weather."

"My cabin went into self-destruct in the Ionian Sea. I found my computer VDU half-way down a passage."

Rough though it may have been, it all goes to prove that in blue water or green, minehunters these days have a very long reach.



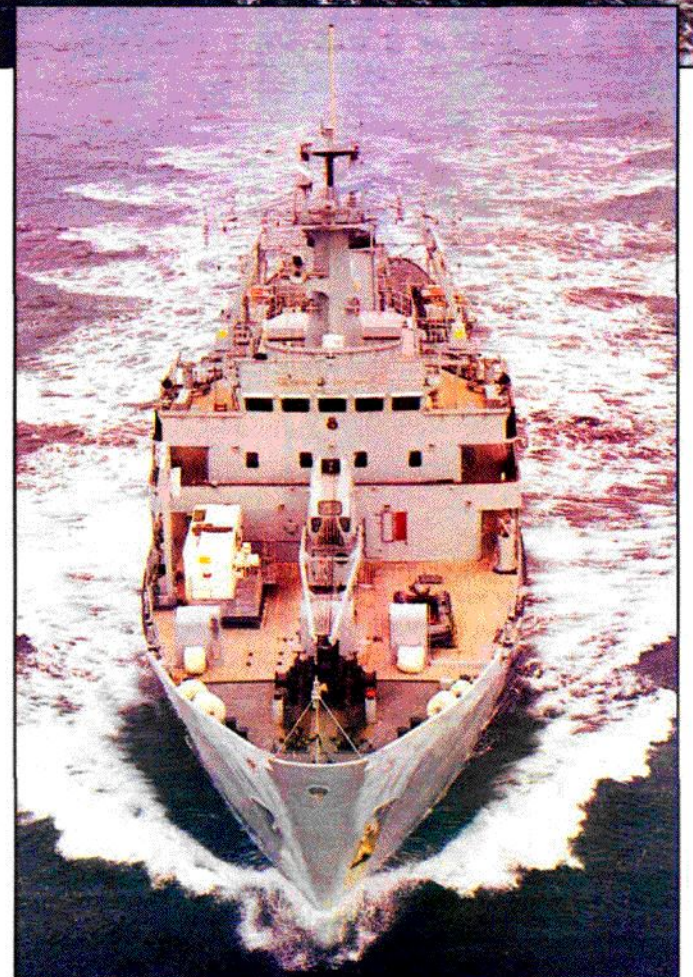
THE PICTURES

● ABOVE: HMS Sandown, one of the three ships of her class in the Gulf.

● RIGHT: HMS Herald in her new grey livery. Her role with the Mine Countermeasures Task Group is that of battle management vessel.

● BELOW: A 'yellow submarine' is launched from HMS Sandown during an exercise in the Gulf. The Remote Control Mine Disposal System (RCMDS) is an unmanned submersible which can locate and destroy mines.

● BELOW LEFT: RFA Diligence, mother ship for the task group. Cameraman: PO(PHOT) Matt Wellings





Rupert as admiral — another Nelson?

PRINCE Rupert is best known as the dashing young Royalist general of the Civil War – yet his naval career was even more remarkable.

This aspect of his life is explored by Gen Frank Kitson – as a sequel to his study of the man as a soldier – in **Prince Rupert – Admiral and General-at-Sea** (Constable £20).

When Rupert first took command of the Royalist fleet the Commonwealth Government was firmly established in England. For the next four and a half years, with no base, he kept the flag flying in the approaches to the Channel, the Mediterranean, the Atlantic and the Caribbean, harried by Parliamentary commanders and buffeted by storms. It was a tremendous achievement.

After the Restoration Rupert returned to England where, until his death 22 years later, he played a prominent role in the government. His career at sea continued in the Second and Third Dutch wars when, as commander-in-chief of the fleet, he took part in some of the most heavily contested battles in naval history. Finally, in 1673 he was made, in effect, First Lord of the Admiralty, a post he held for the next six years.

The scale of the battles in which he took part is not usually appreciated today – but Gen Kitson's vivid evocation of 17th century sea wars changes that perception.

In the first of the two major actions against the Dutch in 1666, for example, the number of casualties suffered by both sides exceeded the entire strength of the Royalist Army at Naseby. And in the second, Rupert, with 89 ships of the line, defeated de Ruyter with 88, inflicting 7,000 casualties for the loss of only 350 in his own fleet.

By comparison, Nelson at Trafalgar commanded a mere 27 ships of the line manned by around 17,000 men when he destroyed the Franco-Spanish fleet of 33.

Gen Kitson makes the point that Rupert in 1666 was a few months younger than Nelson was at Trafalgar – and that had he been killed in the St James's Day Battle he would probably have been remembered as one of the greatest of England's fighting admirals.

But fate decreed that he should survive to command the fleet again in 1673, in an unpopular war with

an unreliable ally. This time de Ruyter, with an inferior fleet, frustrated Rupert's attempts to fight a decisive battle in the open seas until August.

When Rupert finally managed to engage him, his French squadron left him in the lurch at a critical moment so that the campaign ended in acrimonious recrimination rather than victory.

And so Rupert – who had performed with good sense and gallantry throughout – is remembered, if at all, as a competent if rather cautious admiral.

Nothing could be further than the truth – and it is a nice irony that it has fallen to an Army man to put the record straight. "Rupert was an all-rounder," he says. "The breadth of his experience, spanning high command at sea, logistics and a thorough knowledge of seamen, ships and weapons, was greater than that of any of his contemporaries, and his influence on the future of the Royal Navy was considerable."

The private life of Prince Rupert of the Rhine and Duke of Cumberland is also explored here. He was keenly interested in science and the arts and was an early member of the Royal Society as well as being ever a passionate devotee of country sports. Curiously, he did not marry – but he was never short of feminine company. After the Restoration he had two long-term attachments, each of which produced a child on whom he lavished care and attention – an engaging contrast to the aggressive, violent-tempered man of action whose naval record has been long overdue for this sort of reappraisal.



● Prince Rupert of the Rhine, Duke of Cumberland, painted by Sir Peter Lely, c. 1666-71

Encouraged to fight the first 'world war'

THE EXECUTION of Admiral Byng, shot by firing squad on the quarterdeck of HMS Monarch in Portsmouth Harbour on March 14, 1757, was done, as Voltaire famously remarked, 'to encourage the others'.

Tom Pocock, in his new study of the Seven Years War Battle for Empire (Michael O'Mara Books £20) suggests that it probably did.

Byng's failure to save Minorca from a French invasion – which he could hardly have managed with a force of only a few hundred soldiers against 15,000 French – had brought a charge of cowardice. After an inconclusive sea fight he had decided to return to Gibraltar, which might be the enemy's next objective, to prepare its defence and repair his ships. There a letter soon arrived recalling him to London in disgrace.

Among the admirals so encouraged by Byng's fate – poor Byng, reputedly gay, uninspiring, unpopular and lacking in energy, had few friends to intercede for him – was the author's ancestor, Vice Admiral Sir George Pocock.

Pocock, who heard the news after supporting Lord Robert Clive in his attack on Chandernagore, was an officer of quite a different stamp. But the lesson was not lost on any of those in command in what was effectively the very first global conflict – the first 'modern' war, it is argued, that laid the foundations of the British Empire.

This war, though in Europe a formal, slow-moving affair, was elsewhere characterised by campaigns of extraordinary vigour.

By the end of it, the whole eastern seaboard of North America was British, Britain dominated India and the rich Caribbean islands were secure. And yet it is little remembered, apart from the odd detail such as the attack on the Heights of Abraham by General Wolfe – much admired by Nelson.

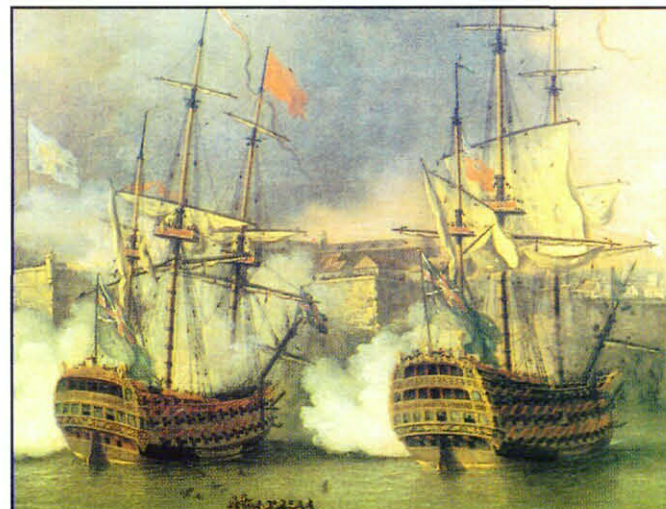
Tom Pocock's family links have helped him do justice to the story. The bloodstone in his grandfather's signet ring, he learned, commemorated the wounds Admiral Pocock suffered at Chandernagore. And an aunt by marriage gave him an unsigned manuscript account of a fearful battle in a forest.

Research identified this as Ticonderoga, where 240 years ago the British suffered a disastrous defeat and Lord Howe, the best British general in America, was killed.

Howe was the man who had taught his men to fight like Indians. Had he survived to face Washington seven years later the United States might not have won its independence.

The author is a distinguished war correspondent – at 19 he was the youngest to cover World War II. At Havana, just before Castro's revolution, he was arrested as a suspected spy while studying, as closely as his ancestor had done, the great dry moat of El Morro.

● Below: Detail from *Bombardment of Morro Castle, July 1762*, by Richard Paton (National Maritime Museum).



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At Your Leisure

Cartoon draws on the days of Nelson

NOT OUR latest cutaway ship, this – it's *The Iron Pudding*, a steam-powered warship of 1804 featured in the cartoon book *The Legend of Dyllbert the Pirate*.

Could such a beast have existed in Nelson's time? Well, maybe – authors of this hilarious send-up of the world of Hornblower, based in Portsmouth and London but ranging to locations all round the world, are sticklers for historical accuracy.

As they point out, although the first ever steam driven warship was the *Fulton* of 38 tonnes, built in 1814-15, William Symington's *Charlotte Dundas*, built at Grangemouth in 1802, was able to tow two 70 tonne barges 19 miles in six hours against strong winds along the Forth-Clyde canal.

Unfortunately Symington's financier Lord Dundas died and the project was abandoned. But they had the technology...

Dyllbert's adventures, peopled with a gallery of well-drawn characters – one of whom, the smelly Bosun Squint (inset) must be a relative of Black Adder's Baldrick – will appeal to all ages. They are already attracting a cult following in HM ships.

Dyllbert, by Frank Dunbar and Peter Wallace is available at £3.99 from WD Enterprises (tel 01329 280000) at £3.99.



TOP SECRET

Design proposal for a revolutionary steam powered paddle frigate for Admiral Lord Nelson's new Flagship.

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Iron Mask men keep a straight face . . .

THERE was an Englishman, an Irishman and a Frenchman – and they were the three musketeers. Actually, of course, there were four, so add an American.

In other words the new adaption of *The Man in the Iron Mask* does not intend to go to much trouble as regards establishing a painstakingly Gallic ambience.

Indeed, if anyone seems to be

out of place it's token Frenchman Gerard Depardieu as Porthos. It's hard not to be satirical about Gerard's accent. Well, all right, it's impossible. "Saddle my arse!" he roars at one point, which turns out to be not novelty cussing on the lines of "Eat my shorts!" but merely an instruction to the stable hands.

The whole movie is an enjoyable confusion of the meticulously his-

torical (the costumes, the sets) and the wildly inauthentic: after the musketeers have said 'Okay' for about the fourth time, you half expect them to tell the inkeeper to

ScreenScene

fetch a round of Diet Cokes.

It follows the Dumas original in picking up the musketeers in the autumn of their years, and allowing them one last hurrah, a final blaze of glory. It is this aspect that gives the high-powered cast – Jeremy Irons, John Malkovich and Gabriel Byrne are Gerard's comrades in arms – something to sink their teeth into.

Leonardo Di Caprio, last seen disappearing beneath the waves along with the Titanic, plays the title role, plus his evil twin King Louis, in which manifestation he enjoys himself hugely, strutting about in bows and ruffles, sneering and ordering immediate executions. Odd though, that in accor-

dance with all previous versions, the musketeers never seem to have a musket to share between them.

While *The Man in the Iron Mask* is an entertaining rehash of the familiar, *The Butcher Boy* is altogether more peculiar. Director Neil Jordan evidently likes leading his audience up the garden path – remember *The Crying Game*, in which the heroine turned out to be a chap?

In this new one, we are again misdirected as to what we're watching. Until about the halfway point the movie seems to be a piece of early 60s nostalgia about a lovable scamp; slowly, though, the disturbing undertones become more insistent until finally the realisation dawns that we are actually watching a horror movie about a psychopath and that something appalling is about to happen.

It's sometimes an uncomfortable film to watch and won't be to all tastes. But those who do like it will like it very much indeed.

– Bob Baker



● Leonardo Di Caprio holds court as the evil Louis XIV in *The Man in the Iron Mask*

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Recrossing the bar

From mysterious footsteps to ghostly ships, *Navy News* readers have had their fair share of unusual experiences at sea...

Skipper's steps continued to echo

MICK Torode, an ex-RNXS Coxswain, was in the Merchant Navy in 1949, and joined a salvage vessel named Titch II in Grimsby.

The Royal Navy had captured the vessel from the Germans, to whom she was known as Kaiser Wilhelm, and the RAF had used her as the Felixmoor.

When Mick joined her the only other member of the crew was the captain.

"One night the skipper and myself were below in the wardroom when we heard someone in seaboots walk past the engine room on the port side and across to the starboard side, part way along the deck, then nothing more," said Mick.

They searched the ship but found nobody. At that time thieves were known to be stealing drugs such as morphine from the lifeboats, which is why the men were alert to intruders.

The same thing happened on other occasions, — but on those occasions they were away from the jetty, so nobody could have got on board and back without being spotted.

When the rest of the crew signed on they sailed for Rochester.

"The weather was good, and things looked like being plain sailing, but we were in for a shock. Two hours or so later, the weather blew up to severe gales and we got quite a pounding," said Mick.

"One lifeboat was smashed, and the radio gave up. We kept going, although the engineers reported leaks.

"On reaching Rochester, we were put straight into dry dock. When we checked it out we were leaking all over the place.

"The captain and I met the owners, and were amazed to be asked if any strange things had happened. When we explained, this is what they said:

"When the Navy captured the vessel, the German captain was allowed to go to the heads, but they heard a bang and found he had shot himself.

"He had walked from the bridge, along the deck, across to the starboard side and along to the heads..."

Laundry man vanished mid-ocean

STANLEY Doughty recalls an unusual incident while he was serving in the cruiser HMS Birmingham on the Far East station during 1952-54.

"Such as common practice we had the usual 'firms' aboard, for instance, cobblers, tailors and Chinese laundry," said Stanley.

"Visiting the laundry one day, we discovered that one of the Chinese staff was not feeling very well and was having a lie down under one of the tables.

"During the next couple of days his

condition seemed to deteriorate, and although we carried a Surgeon Lt on board, I do not know if his services were ever called for.

"Eventually a day arrived and the patient was no longer under the table, and no one knew where he was or how long he had been missing.

"At this stage the Captain ordered the ship to be searched from stem to stern, but to no avail.

"We can only assume that the patient, under the hours of darkness at sea, went over the side and perhaps ended his misery. He was never seen again."

Feeling of dread in 'haunted' boiler room

GRAHAM Shelton served in HMS Centaur, an old carrier being used as an accommodation ship around 1970.

"There were only around 100 ship's company and we generally had this massive ship to ourselves. This in itself was creepy enough as at times you could think you were the only one on board," said Graham.

Several stokers had apparently been killed by a steam leak in a boiler room, which was said to be haunted — light fuses would blow for no apparent reason, and bilges regularly had to be emptied though there were no obvious leaks.

Part of the ship's company's duties was to visit every compartment in the ship to look for signs of flooding and fire. Their routes were carefully planned and mapped out to avoid missing anywhere.

One night, Graham was on tour with a young ordinary seaman.

"As this was around 2am, there was no one else to be seen or heard, and our imaginations were a little taut.

"We decided that maybe we should give that particular boiler room a miss and just shine our torches down the hatch.

"We did this and, relieved to be away from the area, proceeded on our rounds. Subsequently we came to another boiler room, which we dutifully entered.

"As soon as we both reached the plates at the bottom of the ladder, we were simultaneously overcome by an immense fear or dread.

"Without a word, we scaled the ladder in record time and, both shaking, confirmed what we had both felt.

"Whilst retelling this story at stand easy, later the same morning, I was told that we had made a mistake and had in fact entered the boiler room where the lives had been lost."

There has already been a good response to our appeal for stories of unusual happenings — perhaps one printed here rings a bell — but *Navy News* would like to hear from more of you.

Find the Joker

FIND THE JOKER in *Navy News* for three editions — and you have a chance to win a super new camcorder — a Sharp ViewCam 8mm VLE66H. The runner-up will win £250, while 25 successful competitors will each get a £10 consolation prize.

All you have to do this month, in the third of the three editions, is spot the joker in one of the following three statements by Jack on naval matters. Two are true. One is wildly inaccurate. Just mark the box next to the **untrue** statement.

Which of these three statements is **NOT** true:

- ☐ A hawser is a heavy rope or small cable with a circumference of 5ins or more.
- ☐ Bunting is a cloth of woven wool in various colours from which are made signal and other coloured flags.
- ☐ The conning tower was so named as it was the part of a warship to which members of the public were invited before being plied with drink and rendered oblivious so that they could be pressed into service after the vessel had sailed.

If you can fill in this coupon as well as those in the previous two editions, you have a chance of winning the camcorder. For back numbers call 01705 826040. The name of the winner, the runner-up and the consolation prizewinners will be selected at random from those who gave correct answers in the three editions. When you have completed all three original entry forms, send them together in one envelope to:

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They should arrive at *Navy News* no later than June 15, 1998. Entries with all three correct answers will be entered in a prize draw conducted at *Navy News* offices. Winners will be announced in the July edition of *Navy News*. The first name drawn will receive a camcorder. There will be one runner-up prize of £250, and a further 25 consolation prizes of £10.

The judges' decision will be final, and there is no cash alternative to the camcorder prize. No correspondence will be entered into. *Navy News* employees and their relatives may not enter.

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● HMS Revenge — on station with a ghost ship?

In company with a ghost ship

FORMER Royal Marine Frank Agass tells of the time his ship, HMS Revenge, found herself escorting an unusual vessel.

"During the first winter of the war I was serving in HMS Revenge" said Frank.

"We were returning to Halifax after a convoy to the UK of mostly Canadian troops.

"At the time of the incident we were off the Newfoundland Banks in a misty sea.

"We had just been stood down from all-night Action Stations and had gone to the starboard waist for some fresh air.

"Out of the mist appeared a brig-type vessel with about 20 people, men and women dressed in 18th or 19th century dress.

"They waved to us but we could hear no sound from their mouths.

"The vessel moved within a fathom or so of our ship's side and remained in company with us for some minutes.

"The mist closed in and the vessel was lost to us. A few minutes later visibility became good but the vessel had vanished.

"I have no explanation for this, but that happening is as clear to me as it was on the day it happened."

A chilly reception for Her Majesty . . .

"IS the water as cold as it looks?" the Queen inquired of Recruit Chris Fletcher, who had just fallen in a static tank while demonstrating rope regains. "Colder, ma'am!" he responded, without hesitation ...

The Queen was paying her first visit to the Commando Training Centre Royal Marines at Lympstone, where she unveiled a painting by David Copley of recruits completing "the 30 miler" – the final commando test, a gruelling trek over Dartmoor while carrying a 32lb pack and a rifle.

During her tour of the camp, she saw the excellent remedial facilities that allow recruits to recover quickly from the knocks of training – and the assault course, scene of Recruit Fletcher's humiliation.

There was a Queen's Commendation award to LWREN Tracy Plant for exceptional services, then time for a cup of tea in the nearby church, the royal route lined by the 70-strong RM Cadet Corps.

Among others who met the Queen were the Centre's sporting heroes – including the current British Dragon Boat champions and Winter Olympics bobsleigh bronze medal winners Lt Paul Attwood and L/Cpl Lee Johnson.

She planted a commemorative oak tree and received an impromptu posy of flowers from Liam and Amanda, the children of Director of Music Lt Andy Henderson.



Grants scheme offer by Legion Women

EDUCATION sponsorship and grants of £1,000 are offered in a new scheme from the Royal British Legion Women's Section.

The UK's largest Service charity has named it the President's Award Scheme in honour of its president, the Queen Mother, and to mark 75 years of care for ex-Service men, women and their families.

Eligibility is based on an ex-Service connection and includes single parents, young families and wives and widows.

Fifteen scholarships of £1,000 per person per year will be available in three different age group categories: 9-13 years, 13-18 years and 18-21 years.

In addition, 20 grants of £500 will be made available to adults seeking further education or re-training.

This means that ex-Service families with young children can apply, as well as ex-Servicewomen wanting to retrain in a new career.

Initial funding is over £25,000 but more may be offered depending on the number of applications.

Said Women's Section National Chairman Mrs Mary Arnold: "If people are eligible and can meet all the qualifying criteria, we will certainly not turn them down. We have set aside specific funds for this exciting and innovative project, but we want to retain an element of flexibility to ensure that all those who qualify do not miss out."

"If we need further funding to extend the scheme, this can be secured and the project falls exactly in to our charitable remit to Service families."



RNLI advises on safety at sea for fishermen

LIFEBOATS were kept busy last year with many more rescues carried out in darkness and severe weather, reports the RNLI.

A total of 6,777 launches saved 1,420 lives. Merchant vessels and tankers were launched to 156 times, half of them at night and 12 per cent in winds over Force 7.

Fishing vessels accounted for 844 launches, with conditions in similar proportion.

RNLI Sea Safety Liaison

Officer Peter Bradley told *Navy News*: "This highlights quite clearly the importance of giving the volunteer crews the very best, all-weather lifeboats."

"The reduction in numbers of incidents involving fishing vessels is very good – however, there have been some tragic losses of life during the past year."

"The RNLI is trying to address this through the introduction of Sea Safety seminars for fishermen – prevention being better than cure."

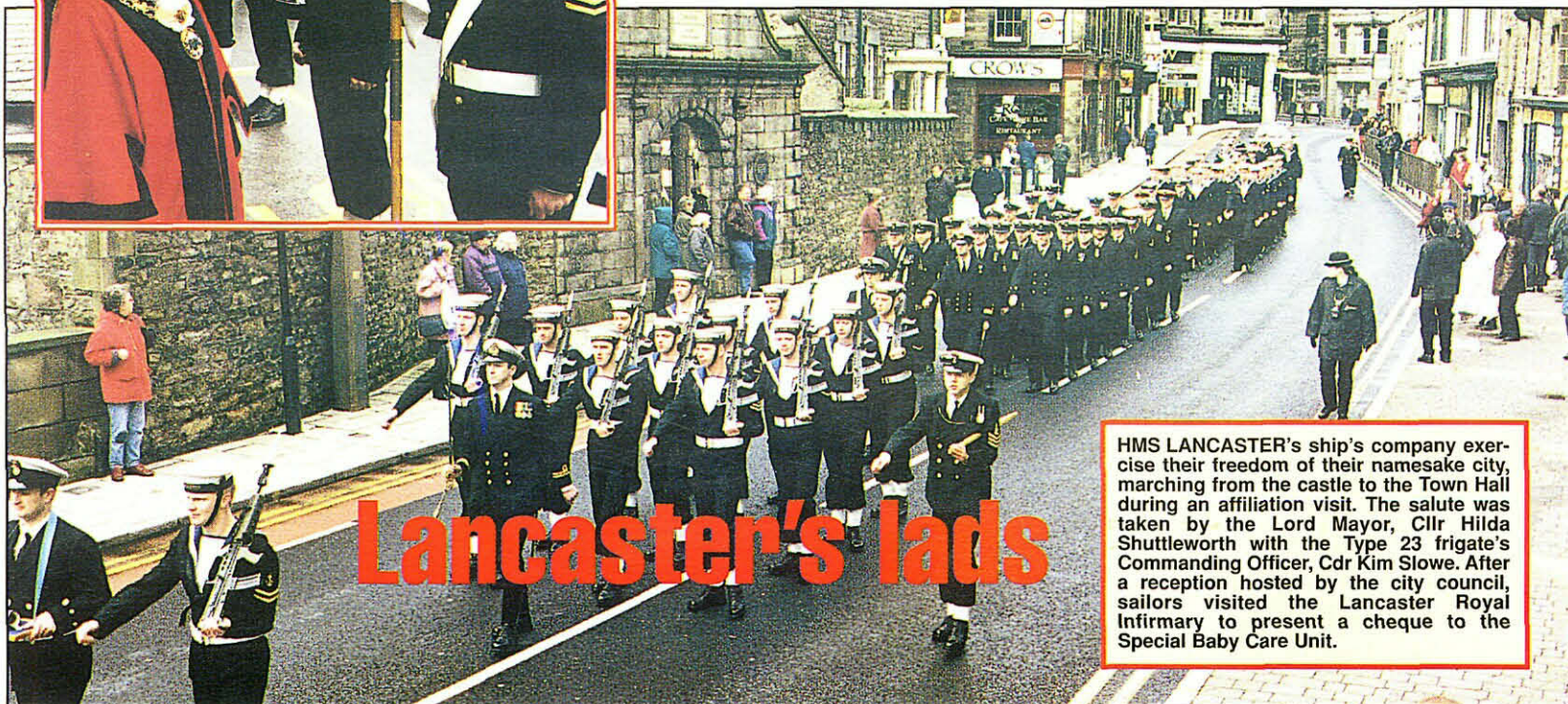
Most lifeboat services were co-ordinated by HM Coastguard. Search and Rescue helicopters assisted lifeboats on 1,022 occasions. Tel 01202 663000 for further details.



Neighbourly cake

TO MARK the 80th anniversary of the RAF last month chefs at HMS Gannet baked a cake for their neighbours at RAF Prestwick.

CO of Gannet – home to 819 Sqn – Cdr David Issitt is seen here with his Prestwick opposite number Wing Cdr Chris Hill and two of his youngest personnel, SACs Ian Hutchinson and Kate Pink. The cake was later cut up and sold, the proceeds going to Malcolm Sargent House, Ayr, a hospice for families with sick children.



Lancaster's lads

HMS LANCASTER's ship's company exercise their freedom of their namesake city, marching from the castle to the Town Hall during an affiliation visit. The salute was taken by the Lord Mayor, Cllr Hilda Shuttleworth with the Type 23 frigate's Commanding Officer, Cdr Kim Slowe. After a reception hosted by the city council, sailors visited the Lancaster Royal Infirmary to present a cheque to the Special Baby Care Unit.



The GANG PLANK Club

AHOY me hearties! It's a good month to say "ARH" in a loud pirate voice. Do you know why? Well, I've been visiting Maclean Island to pick up a whole ship load of free toothpaste to help you celebrate national smile week.

Every member of my Gang Plank Club will be getting a free tube in the post very soon!! It's a pretty ghostly page this month. Our Technocat nearly jumped out of his whiskers when I said I could see a cat in the crow's nest.

The silly cat thought it was a ghost but I was just reading last month's cartoon. Hope you liked it!



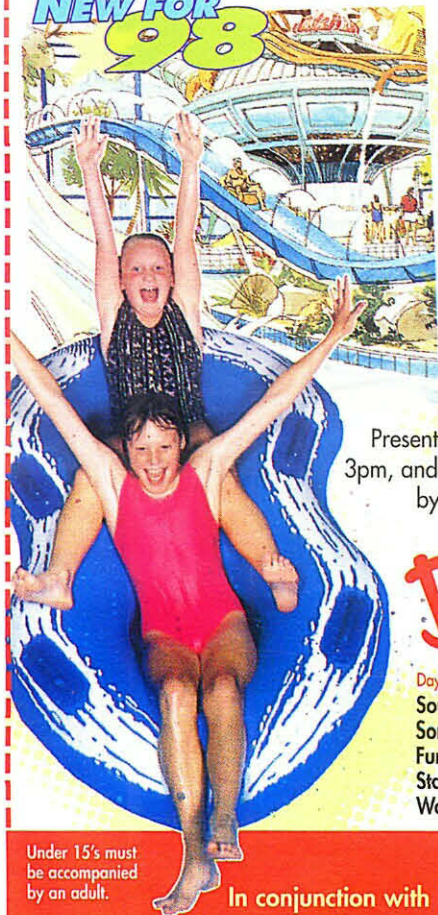
CHAT PAD

THANK YOU for all your letters and thanks for telling us about two interesting 'national' weeks this month. The first week in May is national pet week and May 18 sees the start of national smile week. Don't forget to use your free toothpaste to give your very best grin at everyone in that week. Also, remember to tell all your friends that they can join the Gang Plank Club too!



2 Children FREE!

NEW FOR 98



Look what's happened at Butlin's! As part of a two year multi million pound investment you can enjoy two new water rides, Master Blaster and Space Bowl, plus a children's play area in Splash*, the sub-tropical water-worlds. Along with all our other great attractions and a fantastic new entertainment programme, you'll find something for all ages on a Butlin's Great Day Out!

Present this voucher at the Day Customers' entrance before 3pm, and 2 children (2 - 14) can go free when accompanied by 2 adults (15+) paying the full day admission price.

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Day Visit offices contact numbers:

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Somerset World - Minehead -
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Wonderwest World - Ayr -

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01643 703331
01754 765567
01758 701441
01292 265141

Under 15's must be accompanied by an adult.

Valid from 1 May to 10 July 1998

In conjunction with **NAVY NEWS GANGPLANK CLUB**

* New water rides not available at Starcoast World - Pwllheli or Wonderwest World - Ayr. Only competent swimmers may use certain water rides. Height and age restrictions apply to some attractions. Cannot be used in conjunction with any other offer or discount. No photocopies accepted.

WELL DONE TO ALL OUR LUCKY WINNERS!

GANG PLANK member Keith Stevens is presented with the Lexmark colour printer he won for his school by Lexmark's John Magowan.

The winners of the Lockheed Martin competition are Chris Rowlands, Ashley Johnson and Ben Young. Congratulations and well done!



THE SPOOKIEST SHIP OF THEM ALL

JIM ALLAWAY, the editor of Navy News, is a very brave man.

He has been asking people to send him stories about ghostly things that have happened at sea AND he's been brave enough to read all the replies in the dark, late at night in the Navy News office.

Captain Plank isn't that brave but he was curious enough to get Technocat to paw a while in the library to check out some ghostly ships. This is what Technocat read.

Mary Celeste

The Mary Celeste was built in 1861 in Nova Scotia, Canada. On November 5, 1872, she left New York for Genoa in Italy, carrying a cargo of industrial alcohol. A month later, the Mary Celeste was found abandoned in the Atlantic Ocean and the disappearance of the crew remains one of the great sea mysteries.

A boarding party from the ship which came across the abandoned Mary Celeste found the cargo, provisions and most of the equipment still intact. The only things missing were the lifeboat and the navigational instruments.

The ship was taken to Gibraltar where a naval court of investigation examined all the available evidence. Several theories were put forward for the disappearance of the Captain, his family, and the crew of the Mary Celeste, they may have been in danger of sinking and taken to the lifeboat, they may have been attacked by pirates and some people even thought they could have collided with a giant squid!

No satisfactory explanation has ever been found and it remains a mystery to this day.

Captain Plank says he will keep a good watch out tonight in case any ghost ships appear in front of his ship! Technocat says he doesn't like spooky tales!

Jolly jokes

SOME more jolly jokes sent in by Jenny Elliott, Matthew Olive and Bertie Brown.

Q. Who was the first underwater spy?
A. James Pond!

Q. What do you get if you cross a sheep with a radiator?
A. Central bleating!

Q. Where does a sick ship go?
A. To the dock!

Q. What's a crocodile's favourite game?
A. Snap!



May birthdays

Jet Sharp, Alana Harris, Oliver Curtis, Rosie Moscrop, H. Lewis, Matthew Rees-Avery, Alexander Duggan, Freddie Crowley, Scott Sutton, Gareth Williams, Kayleigh Dyda, Richard Pugh, Natalie Humphries, Naomi Stevens, Samuel Taylor, Daniel Nicks, Jessica Howgate, Luke Braund, Matthew Blatchford, Christopher Goddard, Andy Macleod, Keith Higman, Niall Barnes, Thom Hughes, Darren Bicknell.

The answer to the first letter quiz is SPOOK!

World Cup fever mounts

THE WORLD Cup is nearly upon us and the excitement is growing all the time.

Did you guess the answer to our quiz last month? Easy, wasn't it? The answer was David Seaman. Can you guess the player this month? Here's a clue...

He's a striker. He made his name while playing for Tottenham before moving to his current club.

His first name is something you may take to bed at night and he is usually striking partner with Alan Shearer.

First letter quiz

Guess the answer to the questions below. Take the first letter of each answer and what have you got?

The answer is at the bottom of the page and the picture is a clue!

1. A man who goes to sea...
2. Captain Plank will make you walk this if you are bad...
3. The Atlantic is one of these...
4. A fruit to keep away scurvy... (not lime)
5. You may need one of these to open a treasure chest...



Win three family tickets to the Royal Tournament

LONDON'S Earl's Court will be humming with activity as the annual Royal Tournament comes alive from July 21 to August 2.

This year's lead Service is the Royal Air Force and, not surprisingly, the theme is 'Reach for the Skies.'

The main highlights of the show will be an RAF multi-act to music, the Ministry of Defence Dog Display Team, daredevil

trick riding and Cossack dancing from the Ukraine.

Gang Plank members should look out for the Gladiators Challenge when the

stars will challenge members of the Armed Forces, during which children are invited into the arena.

The grand finale promises to be very spectacular with the whole of Earl's Court turning into a universe with planets of the solar system, a galaxy of stars and a massive space station!

The audience will be invited to join in with special star torches!

Perfect outing

If you think this all sounds like a perfect outing for the summer holidays, Captain Plank brings you some good news - you could win a family ticket to the Royal Tournament.

All you have to do is write and tell us in no more than 50 words why your family should receive a free ticket.

There are three family tick-

Membership Application Form

Please enrol me as a member of The Gang Plank Club. I enclose a PO/cheque (payable to Navy News) for £3.25.

Name
 Address

 Postcode
 D.O.B. Birthday Tel No

Special Interests: Sport ☐ Music ☐ Film/TV ☐
 Friends ☐ Reading ☐ Other ☐

Who does this copy of Navy News belong to? Parent ☐ Grandparent ☐ Other ☐



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 If you would like any further information before applying, call 01705 826040 or 01705 733558 (24-hour answerphone)



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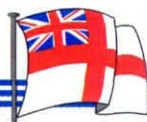
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Calling Old Shipmates

HMS Ganges 1948, Collingwood 193 and 94 Classes: Any members of the above who are interested in a 50 years on reunion please contact Jim Barker, Crown Cottage, Elsenham, Bishops Stortford, Herts CM22 6DG, tel 01279 817750.

HMS Raleigh, Jan 1952: David Bishop is hoping to trace his old messmates. He has a photo of them, including Jeff Gill, A. MacDiarmid, Frank Wiggerton, Hamish Paton, Tony Mimmis, M. Haviland, and PYSO Instructor Denholm. If any of the names ring a bell, contact David at Abbey Lodge, Quarr Rd, Binstead, Isle of Wight PO33 4EL, tel 01983 811207.

HMS Active 1977-79: Dicky Antcliffe is hoping to find AB(M) Wilson, who served with him in Active. He was from the Lincoln area. If anyone has any knowledge of him, please contact Mr Antcliffe on 01226 286835.

HMS Glasgow 1948-9: If anyone knows of the whereabouts of Ron Robbins, Navigator's Yeoman, would they ask him to get in touch with S/M Allan Mercer at 89, Royal Ave, Widnes, Cheshire WA8 8HJ, as the QD staff would like to renew an old friendship.

HMS Gallant: Douglas Osborne joined the Navy at Chatham, like his brother Thomas. Douglas was killed in HMS Gallant, and Thomas, who served on landing craft in the Med would like to hear from any of his brother's old shipmates. Contact Thomas at 151, Cavendish Rd, Carlton, Nottingham NG4 3EE, tel 0115 987 1889.

Walter Sharp: Old friends of Walter's from Theford Council School (they all left in 1938) are anxious to contact him for a reunion. Walter was in the Navy in 1947. If anyone knows of his whereabouts, could they contact Ernest Sage at 34, The Rise, Partridge Green, Horsham, West Sussex RH13 8JD, tel 01403 710664.

631 Squad 1954: Marine Michael Hosier wishes to contact members of the squad - Marine Doncaster in touch. Also members of **HMS Bermuda 1957-9**, Marines Davies and Harrison in contact. Mr Hosier lives at 16, Carronade Walk, Portsmouth PO3 5LX, tel 01705 652965.

HMS Opossum 1952-54: Harry Catterton is trying to trace Doug 'Yorke' Banks, who served with Harry in the Far East in HMS Opossum. Any information to Harry on 01642 881770.

HMS Warrior, Operation Grapple, Christmas Island 1957: Only 50 shipmates in touch so far about a reunion - there must be more out there. Contact John Carr at 91, Westley Rd, Acok's Green, Birmingham B27 7UW, tel 0121 624 4964. Also contact John if you served in Warrior between 1953-4, or were part of the hand-over to the Argentinian Navy in November 1958.

HMS Anson Training Squadron 1948: Fred Knowles is trying to find ex-shipmates who were on HMS Anson Training Squadron, Portland, Feb 1948; Quarter Deck Class 24, including Woods from Manchester, Kissack from Fleetwood, Mitcham from Boston and Peter Aitkin from Scotland. Write to Fred at 10, Clinton Ave, Lipson, Plymouth PL4 7HA, or ring 01752

229495.

HMS Leeds Castle: Jim 'Tubby' Edwards served in the old Leeds Castle, which was attached to HMS Osprey and the Second Training Flotilla, Portland. Jim joined her in 1948, serving more than two years as a stoker - and keeping goal for the football team. If there are any old shipmates from Leeds Castle, or from HMS Ursa (April 1957 to paying off in Malta, Sept 1958), contact Jim at 69, Alma St, Sheerness, Kent ME12 2AY.

Malaya and Borneo: Just formed in Bromley, the North Kent/South London branch of the National Malaya and Borneo Veterans Association, seeking members who served in Malaya in World War II, the Emergency, Confrontation or the Insurrection, contact Allan Sutton at 6, Jameson House, Glasshouse Walk, Vauxhall SE11 5EX, tel 0171 771 1654.

820 Sqn, HMS Eagle 1965-68: Ex-AB Cook Tug Wilson would like to hear from an old shipmate, Little Knocker White, part of the Electrical Branch in the FAA; 820 Sqn was based at HMS Seahawk. He was from the London area and ran the line for Helston AFC in the early 1970s. If anyone has any news of him, contact Tug on 0410 170479.

No13 JSTU (Sea Vixen), Woomera 1960-62: All four air crew at South Australian trials unit traced - now looking for the ground crew for a possible reunion in 1998 or 99. Contact Peter Randell, 01684 292939.

HM Submarine Osiris: Leading Stoker Stanley Watts, known as Dodo, was in the Navy between 1938 and 1944 - did you serve with him? If so, please contact him at Shire House, Sidmouth Rd, Lyme Regis, Dorset DT7 3ES, tel 01297 443450.

Class 187 (W/T) HMS Collingwood, Dec 1942 - Apr 1943: Charles Stringer would like to hear from anybody who was in this class. Contact him at 109, Ware Rd, Hertford SG13 7EE, tel 01992 550071.

Over to You

HMS Goathland: Can anyone help Peter Metters with details of this wartime destroyer, adopted by the village of Wedmore in Warship Week 1943? Peter would like to feature the story of the ship in the 'General Interest' corner of his church. Contact him at Porch House, Wedmore, Somerset BS28 4BA, tel 01934 712515.

Ronald Randall's sister, Mrs J. Hinton, would like to find out about her late brother's Naval career, and if anyone has any photos or memories of him. He served between 1948 and 1972, including HMS Vanguard and HMS Lynx. Contact Mrs Hinton at 34, Grove Rd, Parkstone, Poole BH12 3LG, tel 01202 380761.

Cash for a set? A number of ex-matelots in a Yeovil pub have spent some time arguing over the question of whether sailors ever received extra pay for growing a set. Answers to Happy Day, 162, Mudeford Rd, Yeovil, Somerset BA21 4AL.

Lament for HMS Hood: Bill Mockett (0181 691 5829) recalls being in a Portsmouth pub on leave just after HMS Hood was lost. A group of lads were singing a lament, to the tune of *Silent Night*; the only words he remembers were 'HMS Hood has gone down to the deep, That was the day that made mothers weep'. Can anyone supply the rest of the words?

Sharnham Hill: Mrs Liz Ratcliffe is searching for Sharnham, who probably joined the Wrens in the early 1970s, and lived in Kidderminster. If anyone knows where she is, could they contact Mrs Ratcliffe on 01946 810792 (home) or 01946 514608 (office hours)?

Michael Walsh: Michael, a shipwright from Devonport, was lost while serving in HMS Courageous in 1939. His grandson would like to hear from any survivors, or anyone who knew Michael. Contact him via 57, Hazel Rd, Bishopsmead, Tavistock, Devon PL19 9DN, tel 01822 614688.

Edward Caldwell: Charles Thursty is trying to contact wartime friend, Edward Caldwell, a stoker in HMS Southampton in

1939-41. The pair lost touch after he was wounded. He married Eadie and lived in the Medway area. Any info to Charles at 4, Wattendon Rd, Kenley, Surrey CR8 5LU.

HMS Ithuriel: Gerry Tyack of the Wellington Aviation Museum has an exhibit, a silver (?) cigarette box which was presented to Grp Capt Tony King by the captain of the destroyer which brought him home firstly (to Canada) after internment in Manchuria in 1945. The front of the box bears a camel, and inside the lid is inscribed 'Cammell Laird and Co Ltd, Sheffield and Birkenhead'. Any info to Gerry at British School House, Moreton-in-Marsh, Glos GL56 0BG, tel 01608 650323.

HMT Mohamed Ali El-Kebir: Dick White is researching the loss of this ship, sunk by U-38 250 miles west of Malin in August 1940. Contact with survivors, and any info from rescuers on HMS Griffin, Mallow or Gladiolus would be appreciated. Contact Dick at The Barn, Stoddard, Lancaster LA2 0AG, tel 01524 64314.

HMS Glasgow and the King of Norway: Would any old shipmates be able to send Joe Reynolds a copy of a letter received by the whole ship's company when HMS Glasgow evacuated the King of Norway and Royal Family in 1940? Contact Joe at 90, Caldwell Rd, Bordesley Green East, Birmingham B9 5TH.

HMS Cromer: Mrs Betty Lacombe's first husband was PO Victor Lock, who was presumed drowned when HMS Cromer sank in the eastern Med in 1942. Are there any survivors who remember Victor? Although she does not feel able to enter into any protracted correspondence, she would like to hear from anyone who can shed light on the events in 1942. Contact her at 18, Wheatley Ave, Harborne, Birmingham B17, tel 0121 427 5367.

HM ships Exmore, Grove, Khartoum and Porcupine: Charles Godwin collects photos of World War II warships, and is having difficulty obtaining pictures of these four destroyers from the usual commercial sources. Can anyone help? Contact Charles at 3121, S. Ocean Drive, Apt 213, Hallandale, FL 33009-7266, USA.

Frederick George Harding: Frederick died recently, leaving his shipmates at Sidcup RNA puzzling over two entries in his service records, quoting 'Tana Fritillary 1942' and 'GNW Fritillary 1943'. If anyone can help, please contact the Secretary, Sidcup Branch RNA, 45, Bexley Rd, Erith,

Kent DA8 3SH, tel 01322 342245.

826 NAS: Rob Evans is carrying out research and would like to talk to anyone who served with 826 Naval Air Squadron in the 1970s. Please contact Rob Evans on 0181 980 2455, or at 6, Birtwhistle House, 150, Parnell Rd, London E3 2JY.

William Hawkridge: Can anyone help Steven Smith with details of his grandfather, who died when hospital ship St Sirniva was sunk in January 1943? Steven lives at 20, Crescent Ave, Little Thurrock, Grays, Essex, tel 01375 386338.

HM Britannia decommissioning: Does anyone know of a supplier of a video of the decommissioning ceremony of the Royal Yacht in Portsmouth in December 1997? Any details to 184, Station Rd, Prince Regents Park, Drayton, Portsmouth PO6 1PU, tel 01705 376844.

Harry Carrick: Mrs N. Briggs is hoping to find information on her uncle Harry, who entered the Navy in 1939 and became an Artificial Technician in HMS Pembroke. He lived in London and possibly married a Londoner called Floss. Any help to Mrs Briggs at 82, Lynton Rd, Hillside, Southport, Merseyside PR8 3AP, tel 01704 550448.

HMS Velox: Mr J. Wilson has been told that this destroyer sailed for six weeks in the Firth of Forth, covered in hoses to keep the ship cool, while she was conducting trials with a nearby research station into a German invention designed to detect ships by infra red rays. Any info on this episode to Mr Wilson at Acadia, 9, Clifford Rd, North Berwick, East Lothian EH39 4PW.

Ian and Donald Didsbury: These brothers served in the Navy during the war, and were friends with a woman named Edith. The brothers were from Edinburgh, and Edith Middleton would love to hear from them. Contact her at 8, Wortham Drive, Scarborough, Ontario, Canada M1G 1W4, or via PO K. Minter, Barrack Guard Admin, HMS Drake, Plymouth.

Songs They Sang Through Two World Wars: Mrs Margaret Brookes has a record by this title, on the inside cover of which are old photos. Mrs Brookes thinks a man in a boat is her father, Mne Len Taylor, who died in 1994. If anyone knows the record, or the origin of the pictures, contact Mrs Brookes at 61, Pendeford Hall Lane, Pendeford, Wolverhampton WV9 5ES, tel 01902 787679.

Combined Operations Manual: Arnold Sharples was in Combined Ops during the

Second World War, stationed at HMS Northney on Hayling Island, and some of the raids were written up in a Combined Operations Manual, possibly No1. Arnold no longer has his copy - does anyone know of one which he could show his family? Contact him at 8, Bretton Fold, Southport, Merseyside PR8 6JR, tel 01704 543345.

FAA Ceylon: Ex-military researcher of RAF/FAA stations in Ceylon during the war years seeks information and loan of photographs of HMS Ukusa/HMS Rajaliya Puttalam, Ceylon (Sri Lanka). Contact Robbie on 01352 780489, or write to 17, Och'r-y-bryn, Halkyn, nr Holywell, Flintshire CH8 8ES.

Post-war Hong Kong: Owing to a slip of the finger, the address of Mr D. Whittingham in last month's *Navy News* was incorrect. Mr Whittingham, who appealed for photos of Hong Kong, lives at 370A (NOT 370) Denby Dale Rd, Durkar, Wakefield, West Yorks WF4 3BB, and is concerned that he will not receive any letters incorrectly addressed.

Unknown medal: J. Cooper is enquiring for a friend about a medal won by her father-in-law Phillip Taylor, who served during the First World War. He was a successful boxer, but she believes the medal - silver, with a shield on the front, and a Naval crown and chain at the top - was for something else. If anyone can help, please contact J. Cooper at 8, Coniston Court, Darklands Rd, Swadincote DE11 0PA.

Enigma: The author of a new book about Enigma wants to interview officers or ratings on the following ships at the following dates in respect of the capture of German ships/U-boats: Edinburgh, Birmingham, Manchester and Eskimo, Bedouin and Somali re capture of München in 5/41; Aubretia, Bulldog and Broadway re capture of U110 in 5/41; Nigeria and Tartar, Bedouin and Jupiter re capture of Lauenberg in 6/41; Malcolm, Scimitar and Violet, Arabis re capture of U651 in 6/41; Onslow re capture of Fohn; Pakenham, Dulverton re capture of U559 in 10/42; Paladin re capture of U205; submarine HMS Clyde re attempt to capture U68 and U111 in 9/41; Devonshire re sinking of Ship 16 in 11/41; Dorsetshire re sinking of Python in 12/41; and any info on German supply ship Brake sunk by the RN. Any information to Hugh Sebag-Montefiore, telephone 0171 267 5533 or 0171 284 0016.

Ex-Services' congress

THE first national reunion and congress of former servicemen and women will be held in Blackpool from June 5-9.

Matters under discussion will include the petition for a service representative within the Government and a similar representative within each local government constituency.

There will also be discussions on compensation claims by Far East prisoners of war and those involved in nuclear tests and the Gulf War.

For further details write to NESA Stockport SK1 3ER.

Material submitted for inclusion on this page should be brief and clearly written - if possible, typed or printed. There may be some delay before items appear, due to the popularity of the page and pressure of space

Reunions

MAY

Scharnhorst Association: Would any branch of the RNA who wish to go to the reunion of the Association, which is held each May in various towns in Germany, note that they must contact Herr Wolfgang Kube at Naumburger Strasse 16, 56075 Koblenz, Germany. Accommodation is hard to get.

The Telegraphist Air Gunners Association will hold their 51st reunion at Lee on Solent on May 16-17. Details from Stewart Crawford on 0141 644 5080.

HMS Saintes Association: Open to ships company of all commissions - next reunion at the RNA Club, Gosport, on May 30 at 12.00. Details from Les Andrews on 01903 767637 or Tony Richardson on 0181 597 2499.

JUNE

Annual Stores Branch WOs' Symposium and Dinner will be at HMS Raleigh on June 4. All serving and retired Warrant Officer Stores Accountants are invited, and retired WOs are particularly welcome for the dinner. Contact WO G. McDonald at 01752 811514 for details.

HM 702 LCP Flotilla - Smoke Layers (CO Lt D.R. Stephens) reunion lunch will be in London on June 5. Details from Colin Kitching, 24, Chestnut Way, Repton, Derby DE6 6FQ, tel 01283 703289.

Seaman Specialist Comrades Association: AGM and midsummer function on June 6 at the Mountbatten Room, HMS Dolphin. Any members not receiving round robin letter contact WO Vic Vance on 01705 726579 office hours, or Snowy Clingham any time.

RN and RM Gunnery and Missile Instructors' Association 52nd reunion dinner is at the WOs, SRs and Sergeants' Mess, HMS Excellent, on June 6. Contact Dave Owen on 01329 332066 for details.

HMS Bicester (L34 and M36) reunion will be held at the Littlebury Hotel, Church End, Bicester, on June 6. Details from Dave Braybrook, 30, Trinity Grove, Hertford SG14 3HB, tel 01992 583272.

Pembroke '84 Club annual Warrant Officer and Senior Rate Stewards reunion (serving and ex-service) will be held in the WOs, SRs and SNCOs Mess, HMS Nelson on June 12. Details from WOSTD R. Mitchell, Wardroom, HMS Nelson, tel 01705 724261.

HMS Constance Association reunion is on June 13 at the RNA, Leamington Spa. Contact the secretary on 01795 665248.

HMS Sheba - Aden and Associated Ships and Escorts WW2: Reunion on June 20-21 at Three Swans Hotel, Market Harborough, Leics. Contact Gordon Pinfield on 01207 503617.

HMS Glory Association will be held at HMS Heron, RNAS Yeovilton, on June 26-28. Contact Peter Warde at 91, Dingleberry, Olney, Bucks MK46 5EU, tel 01234 711611.

Devonport Field Gun Crews 1998 reunion is at HMS Drake on June 27. Details from Derrick Pearce, 229, Victoria Rd, St Budeaux, Plymouth PL5 2DQ, tel/fax 01752 366778.

HMS Auckland (Tobruk 1941): Shipmates meet at Naval War Memorial, Southsea, at 2pm on June 27. Relatives and friends welcome.

JULY

HMS Manchester Association AGM is on July 4 on the SS Shieldhall in Ocean Village, Southampton, with lunch at 12.30pm. The annual church service is at St Ann's Church, Portsmouth Naval Base on July 5. Details from M.T. Broad, 2, Park Farm Rd, Purbrook, Hants PO7 5HN, tel 01705 268696.

1998 Joint Services Hong Kong reunion will take place on July 4 in the Carisbrook Hall of the Victory Services Club, Marble Arch, London, for any serving and ex-serving personnel and/or their dependents. Further details from Bob Downie or Mandy Niblett at 9, Field's Oak, Blandford Forum, Dorset DT11 7PP, tel 01258 450338.

Jungle Cocktail Party: The Commando Squadrons and Commando Helicopter Force are holding their annual Jungle Cocktail Party at Sherborne Castle on July 10 - fire-

works and music after 2100, bring your own picnic. All officers with Jungle background welcome. JCPTO: Lt M. Liggins, 845 NAS, RNAS Yeovilton, tel 01935 456601.

41 Commando RM (Deal) 1977-81 reunion on the weekend of July 25. Details from Graham Dear, 19, James Hall Gdns, Deal, Kent CT14 7SZ, tel 01304 363523.

Medical Assistants of Harvey Class '78: 20th anniversary reunion is on July 25-26 in Plymouth. Contact Mel Lyth, 01889 568126.

AUGUST

497, 976 and 981 Squads combined reunion will be held in August at the Royal Fleet Club, Plymouth. Details from Peter Wye, 'Pet-a-Pat', 349, Old Road, Clacton-on-Sea, Essex CO15 3RQ, tel 01255 434784.

Crews Branch of the Combined Service Association is holding a Drum Head service on August 9 at St Peter's Church, Leighton, Cumminshull-Vernon, near Crewe. The branch reunion is on August 28 at the Grosvenor Club, Chester St, Crewe. Details from J. Davies, 6, Mayor Ct, Crewe CW1 3BL, tel 01270 257092.

AIRCRAFT OF THE ROYAL NAVY No 20



● The Fleet Air Arm's most popular mid-wars fighter, the Fairey Flycatcher. This particular aircraft is on show at the FAA Museum.

Fairey Flycatcher

THE FAIREY Flycatcher was one of the Fleet Air Arm's most loved aircraft, and for eight of its 11 years in service from 1923 was the Navy's only Fleet fighter.

Its immense manoeuvrability, rugged air-frame and small size made it particularly suited to carrier operations, and on November 26, 1929 a Flycatcher became the first RN fighter to make a night landing on a carrier - HMS Courageous.

The type was easily handled on board, one flight claiming a record when their strike-down and stowage of six of the aircraft took only four minutes 20 seconds.

Some of the aircraft were fitted with floats and others were equipped as amphibians, having both wheels and floats. And they were the last Fleet fighters to serve in capital ships, being launched from short take-off platforms mounted on the gun turrets.

Almost 200 Flycatchers were delivered to the FAA and they served ashore at air stations worldwide, as well as in the carriers HM ships Argus, Courageous, Furious, Eagle, Hermes and Glorious.

Flying from Hong Kong, Flycatchers, which could be armed with four 20lb bombs, were used against Chinese pirates. Their sturdiness allowed them to dive-bomb vertically with the engine full on - and if during the dive the engine was suddenly throttled back, it produced a very curious 'blue note', presaging somewhat the terrifying, deliberately induced whine of Hitler's Stukas.

One story is told of a Flycatcher pilot named Aldridge who became so proficient at producing and controlling the sound effects that he could almost play a tune with his engine.

By 1934 Flycatchers had been replaced in Naval service by Hawker Nimrods and Ospreys, and in April 1935 the type was finally declared obsolete.

The Flycatcher was powered by a 400hp Armstrong Siddeley Jaguar III or IV engine producing a maximum speed of 133mph at 5,000ft - 126mph as a floatplane - and an initial climb of 1,090ft a minute. Range at cruising speed was 311 miles and service ceiling was 19,000ft - 14,000ft for the floatplane.

Main armament comprised two fuselage-mounted Vickers machine-guns.



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**GOING OUTSIDE
CONTINUED ON
PAGE 32**

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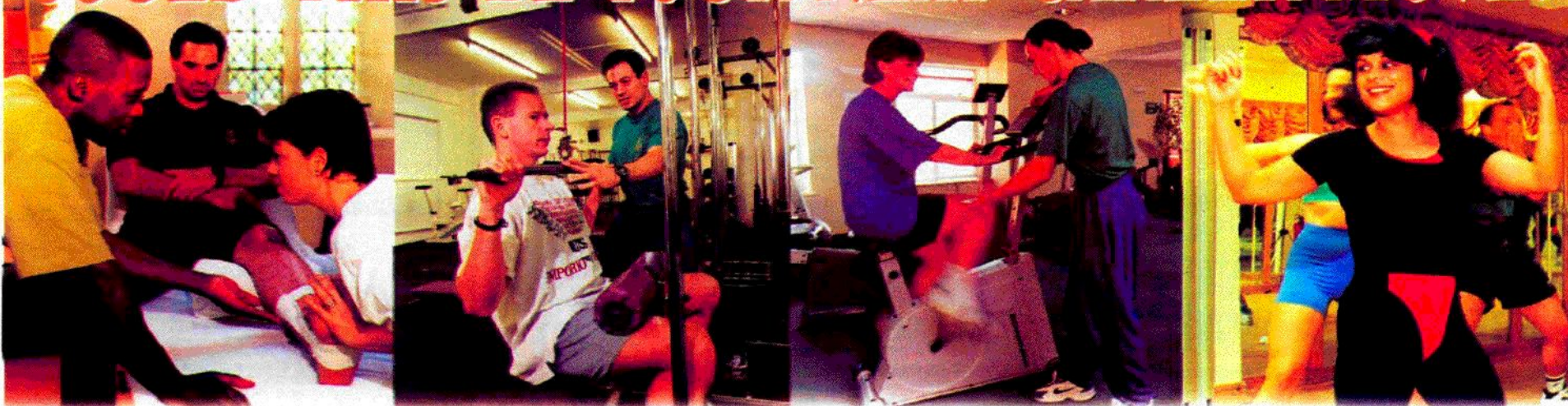
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Sally Haines, Branch Manager or Nickie Rolfe,
Assignment Assistant at: Office Angels,
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Wedding bells and all's well at Bexhill branch

For Lem and Rita it's a Romantic Naval Association

Worthing Diamond Jubilee

TWENTY standards, including the RNA's national standard, were paraded to mark the Diamond Jubilee of Worthing branch.

The salute was taken by the president of No. 3 Area, Admiral Sir Derek Reffell, accompanied by the Mayor and Mayoress of Worthing.

At a reception after the parade, life membership was bestowed on Shipmate Bryan Reynolds, who was resigning, for medical reasons, after long service as secretary.

Branch president, Shipmate Joy Hill, thanked all those who attended and who had worked to make the event such a success.

WHEN LEM Murphy and Rita Ward joined Bexhill branch of the RNA, they little thought that for them it would become a romantic association. But as they grew to know each other they soon became inseparable shipmates, and have now become the first members of the branch to tie the knot of marriage – at the town's St Mary Magdalene Church.

Lem, an ex-CPO of 22 years service, is originally from Ireland, but settled in Bexhill after living in Bristol and Plymouth.

He was a widower – and Rita, a retired teacher who served with the WRNS, was a widow.

Their wedding reception was held at the branch's meeting venue – The Mermaid Hotel – where a large number of friends and relatives of the happy couple joined Lem and Rita's shipmates in the celebrations.

Anyone who knows them and wishes to congratulate them are invited to send their greetings via the Publicity Officer, RNA Bexhill, 7 Chartres Close, Bexhill-on-Sea, East Sussex, TN40 2NQ.



● Lem and Rita Ward, true shipmates, celebrate with the rest of Bexhill branch at their wedding reception.

Naval Quirks

DID YOU KNOW THAT A U-BOAT WAS ONCE SUNK BY A LORRY?



WHEN THE "OLIVE BRANCH" WAS TORPEDOED IN 1917 BY U28, A LORRY WAS BLOWN FROM THE DECK –



– IT CRASH LANDED ON THE U-BOAT AND SANK HER!



INTERESTING... BUT I DON'T THINK THEY'LL EVER REPLACE DEPTH-CHARGES..



College feat wins trophy (and a job) for Alister

IN JUST OVER three months, CPOMEA(L) Alister Compton not only gained a Higher National Certificate in Engineering, but turned in such a high standard of work that he was awarded a trophy.

Alister, whose success brought him recognition as a professional engineer, was presented with the Michelin Cup at Blackburn College where he took his course as part of his resettlement package.

Awarded by the Institute of Plant Engineers, the cup was the glittering prize at the end of six weeks' study at the college, and a further two months in his own time.

He is now out of the Navy, and as an Incorporated Engineer has progressed to his Higher National Diploma, and is employed by a multi-national company.



Going Outside



The college advised Alister as to which course modules to complete. After registration he received the Accreditation by Prior Learning (APL) Guide and began to put forward his portfolio of evidence covering his 12 years in the Navy.

He also needed to complete a plant management module and produce a 5,000-word report on a design based technical project.

After completing the APL, Alister spent several weeks at the college studying various subjects, including ones which gave him an insight into practical commercial engineering environments.

"Overall, the course on offer was an excellent opportunity for myself to gain an HND qualification before leaving the Royal Navy," he said.

"The guidance and support offered throughout by the VET team was also excellent. At no time were queries left unanswered, enabling me to complete the APL programme within an acceptable time scale."



● CPO Alister Compton receives the Michelin Cup from the president of the Institute of Plant Engineers, Ken Sander. With him are the principal of Blackburn College, Shena Ewing, and head of Engineering and Environment, Barry Hartley.

How to pack your bag when it's time to leave

TACKLING the job of getting a job and managing your finances in civilian life is like packing all you need for the task in a pusser's grip, according to the White Ensign Association.

Capt David Wixon RN (retd), Manager of the Association, believes Service leavers – "highly marketable, trained, professional members of society" – need to pack a promise to themselves to seek unbiased financial advice.

"You need a telescope to seek a haven for your terminal grant, perhaps, and why not choose something like a building society postal account, giving a good return, instant access and enormous flexibility. If your spouse is not a taxpayer, use an account in her name for a return equal to some of the best TESSAs.

"Pack a couple of double-headed coin decision makers and ask yourself 'Do I take resettlement commutation?' Spin the coin and call heads. Ask 'Do I take life commutation?' I would

spin the coin and cry tails – however, there may be occasions when it's appropriate to take life commutation.

"How much shall I pay off my mortgage? is a question you will find lurking in the bottom of the bag. I'd say try and bring it down to the level where you maximise benefit from tax relief.

"Somewhere in this bagful of hope and opportunity I would tuck away the thought that at 40 years old I am a young man or woman with a new future, and I must therefore provide for a pension fund in addition to my Armed Forces pension."

Capt Wixon points out that the White Ensign Association is one of the agencies which can help leavers to find jobs and will give impartial assistance and advice on personal financial problems.

He said: "The Association is a charity devoted to providing free advice to all those who have touched the Naval Service." Call 0171 407 8658 or MOD Main Building ext 81945.

Wanted by the Angels

MANY Service leavers choose temporary work while they find their feet and weigh up more permanent career options. Among the 'temp' agencies that appreciate the worth of ex-Naval personnel is the staff recruiting agency Office Angels.

"We've been involved in recruiting a variety of staff for seven bases in Portsmouth, including Writers, Marine Engineers, Technicians and Stores Accountants, plus Chefs from time to time," said Sally Haines of Office Angels' Portsmouth branch. She says the branch has a 95 per cent success rate at finding jobs for ex-RN personnel.

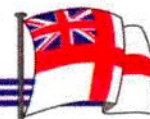
"We're now so integrated with the Navy that we sponsored the first RN Rugby League team – and this year the Navy's Rugby Union squad and HMS Sultan's field gun crew."

Besides Naval bases, the agency is networked to hundreds of local employers and, specialising in secretarial and office support, helps people to find suitable temporary, contract or permanent jobs.

The benefits of a temporary job is that often the employee develops new skills, particularly in software. They gain exposure to different working environments and are able to earn money straight away in a job that could lead to a permanent position.

Office Angels offer free cross-training on the most popular software packages – and can teach from scratch.

Sally Haines said more people are opting to temp, and in Portsmouth 58 per cent of the agency's temps are men. She offers advice to Navy leavers on their CVs and interviews and can be reached on 01705 877799.



Call to move HQ to Naval base

A PROPOSAL to move RNA headquarters from London to a Naval establishment is one of ten motions to be debated at the Association's annual conference at Bridlington.

The call by Nottingham branch, supported by Market Harborough, is aimed at cutting costs and will be put before delegates at the conference on June 27.

Both branches will also propose that five per cent of the branch subscription should be used to offset the cost of mailing year cards, and the cost of subscription reminders sent to members by post and telephone.

The status of associate members is the concern of Liss branch which is proposing that two years

Conference preview by Shipmate Joan Kelly

continuous membership should entitle them to vote at branch meetings, and that five years membership should make them eligible for election to branch committees. The call is supported by Portsmouth branch.

Liverpool, supported by Watford, want the voting procedure at conference changed so that motions are passed by a simple majority, rather than the two-thirds majority required at present.

Conference travel expenses of delegates should be pooled and the liability divided between the UK and Irish branches, urge Redditch, supported by Worcester branch. The liability arrangements would include Headquarters Roll and would be on the basis of one share per person.

Dress rules

Dress regulations for standard bearers is being called for by Hereford, seconded by Monmouth, while Blackpool and Fylde, supported by Salford, want the RNA Diary and Yearbook to contain full-colour illustrations of RNA membership badges.

West Lothian branch, backed by Arbroath, proposes that Areas should host the annual conference on a rota basis. Meanwhile, Weymouth branch is proposing that their town host the conference in the Millennium year, a choice being supported by Swindon branch.

It was agreed at the Belfast conference in 1997 that next year's conference venue – the last this century – should be held at Southport, on Merseyside.



PICTURE PUZZLE

WINNER of our March Picture Puzzle competition was J. A. Kelso of Oxley, Wolverhampton.

He identified the light cruiser HMS Amphion which became the first British warship to be sunk in World War I (she was mined in the North Sea on August 6, 1914).

His reply was picked at random, and he receives our cash prize of £30. A further prize of £30 is offered for the name of the ship pictured here in 1966 – and an explanation as to why she shows no pennant number.

Complete the coupon and send it to Mystery Picture, Navy News, HMS Nelson, Portsmouth PO1 3HH. Coupons giving correct answers will go into a prize draw to establish a single winner. Closing date for entries is June 15. More than one entry can be submitted, but photocopies cannot.

Do not include anything else in your envelope: no correspondence can be entered into and no entry returned. The winner will be announced in our July edition. The competition is not open to Navy News employees or their families.

MYSTERY PICTURE 39

Name

Address

My answer

Around the Branches

Kingsbury & Kenton

A dinner dance to mark the diamond jubilee of the branch was attended by 160 shipmates and guests. Guest of honour was Capt Paddy Vincent RN (ret'd), president of No. 1 Area, who praised the contribution made by the branch at local, area and national levels, and wished it success for the future.

Reigate

A dinner and cabaret was the choice of the branch to mark its silver jubilee. During the festivities Shipmates K. Snashfold and K. Moore were awarded life membership. Shipmate Snashfold, as branch ceremonial officer, is responsible for training standard bearers, one of his recent trainees winning the Open competition at Torquay.

Herts

The branch diamond jubilee will be celebrated on June 14 with a parade service, and on December 5 with a gala dinner at the Civic Hall, Hertford. To mark the occasion, anecdotes of members of the branch will be printed under the title *A Pinch of Salt* and will be available at £3 including 50p postage and packing from Shipmate Douglas Lochead, 18 Cecil Road, Hertford, Herts., SG13 8HR.

Harare

Though far from the sea, the branch, at 21 years old, continues to boast a healthy membership. It meets on the second Sunday of the month for a tot and extends a welcome to visitors to Zimbabwe.

They should contact the branch secretary, Shipmate Noreen Potter, 15 Brailsford Crescent, Hillside, PO Cranborne, Harare, Zimbabwe.

Bishop's Stortford

Shipmate Ken Williams, who has been secretary for 20 years and treasurer for 27, has been awarded the Eric Taylor memorial tankard and elected Shipmate of the Year. He was also elected vice president.

The branch donated over £791 to charities last year. A stall in the town centre, manned by Shipmates Les Hutchin, Cyril Banks and Bill Morris, raised £352.

Dereham

Members visited Norwich Sea Cadet unit, TS Nelson, for the annual Admiralty inspection by the Deputy Area Sea Cadet Officer, Lt Cdr R. J. W. Thompson RN.

The occasion enabled Shipmate Ron Copping, branch cadet liaison officer, to meet the new Commanding Officer of TS Nelson, Lt A. Boxall, and present a £200 cheque on behalf of the branch.

Peterborough

Breaks to Torquay and Malta for members of the branch and their wives were among the events which give the 150-strong branch a good social life and a great sense of comradeship.

Ipswich

Members of the ship's company of HMS Grafton were entertained by the branch during a visit by the ship.

The guests were treated to a buffet supper and dance. Among

the shipmates there was the branch's oldest member, Walter Thompson (86). A former CPO GI, he had much to tell his modern equivalent, CPO(M) Trevor Starkey, and much to learn about the modern Navy.

Worthing

A church service and parade marked the diamond jubilee of the branch. Twenty standards were displayed, led by the national standard and that of No. 3 Area, and shipmates paraded to the music of Hove Sea Cadet band.

The salute was taken by the Area president, Admiral Sir Derek Reffell, accompanied by the Mayoress.

At the reception which followed, life membership was awarded to Shipmate Bryan Reynolds, who, on medical grounds, is resigning after long service as secretary.

Swindon

Two World War II veterans were honoured with life membership at the annual general meeting of the branch. They are Shipmate Percy Dunn, an ex-LS, and Shipmate Ted Brown, a former L/Tel. The awards were in recognition of Percy's diligence in maintaining club premises, and Ted's role as branch scribe.

In Brief

WEST BROMWICH branch's annual dinner dance was attended by 120 shipmates. Raffle prizes, donated by members, included a bottle of rum, the proceeds going towards club funds.

THE 60th anniversary of Southend-on-Sea branch will be marked on Sunday, May 17 with a parade and service, including a Royal Marines band. Standard bearers, escorts and other shipmates who wish to attend (start 1000) should contact the branch secretary on 01702 612255.

WIGSTON held a supper dance attended by more than 100 shipmates and guests, including members of Leicester RNA and RMA.

MR DAVE Fletcher corrects an item in March's *Around the Branches*, by pointing out that HMS Ganges closed in 1976, not 1973, and that the last Commanding Officer was Capt Murray Dunlop, not Murray Walker.

Mitcham, Morden & Wimbledon

Branch PRO, Shipmate Alec Wingrave, reminds us that the 49 RNA branches with clubs have a real incentive to recruit, and have a great deal to offer new members.

The branch's club opens three nights and three lunchtimes weekly, with live music on Saturday nights. It is a popular venue for visiting branches.

At the annual general meeting, long-serving welfare officer Shipmate Pat Coe, resigned due to ill health. He received many tributes, especially from those he regularly visited in hospital, and their families.

For details of club activities and bookings contact 0181 715 0569 or 0181 644 3876, or the club on 0181 241 0030 on any Wednesday, Friday or Saturday evening.

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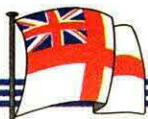
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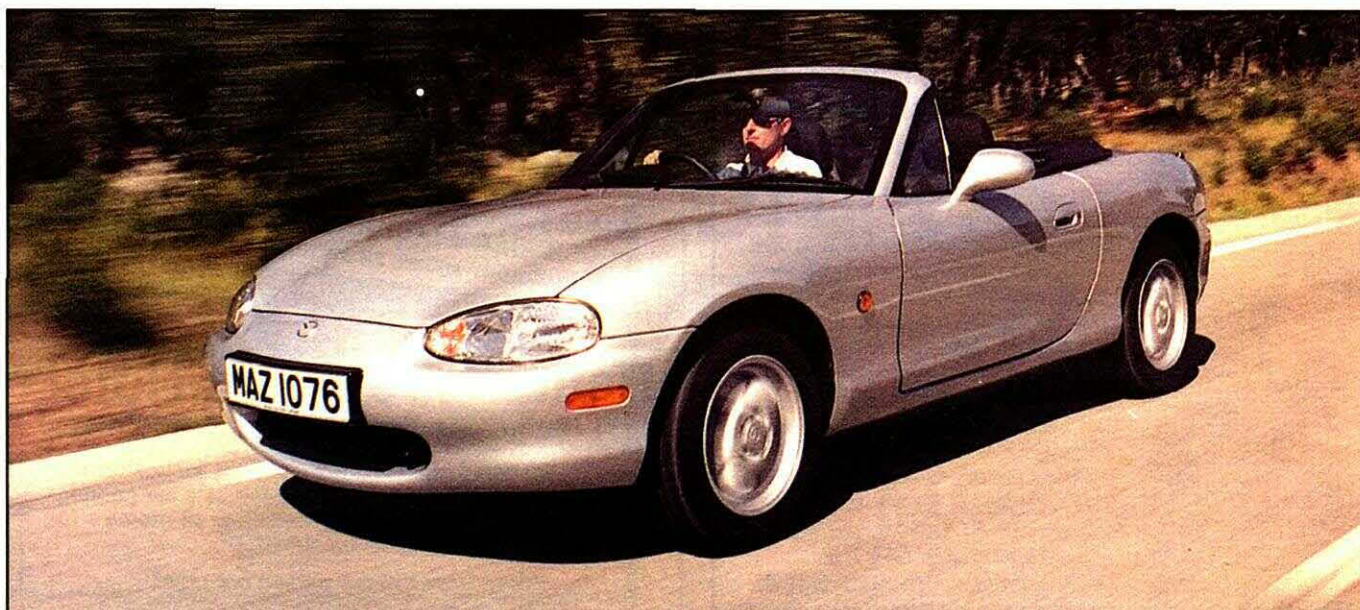
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● The new Mazda MX-5 – mixing power with practicality.

New Mazda is sportier – and more practical

THE EXCITING new generation of the Mazda MX-5 – the sports car which sparked a rebirth of exciting two-seater open-top fun machines – has been launched in the UK.

As before, there are three models, a 1.6i, 1.8i and

1.8iS, and with a higher specification the 1.6i entry price is raised by more than £800 to £15,520, with the 1.8i up £1,000 to £16,650, while the 1.8iS is up just £75 to £18,775.

In keeping with the more sporty exterior and interior, the Mazda's familiar 1.6- and 1.8-litre engines have been updated to produce more power and even faster throttle response.

Both performance and economy are improved, the 1.6-litre version – with power raised 20bhp to 110bhp – now nearly a second quicker in the 0-62mph sprint at 9.7 seconds and 9mph faster overall with 118mph potential, while economy is 5 per cent better and insurance is a competitive Group 11.

The 1.8-litre versions have power raised to 140bhp, for 0-62mph in eight seconds and 127mph potential, and seven per cent better economy.

The success of the MX-5 is reflected by worldwide sales of more than 430,000 cars, while in Britain sales have been running at record levels for the past two years, with last year's total of nearly 5,000 being the best yet.

Improved driving performance, crash protection, comfort and convenience are promised in the new car, to attract more drivers to the pleasures of open-air motoring, with the essential fun-to-drive characteristics of front engine and rear-wheel-drive further enhanced with more rigid chassis.

Despite this and additional safety equipment to include twin airbags as standard, the weight increase has been kept to a minimum, and the practicality of the car has been enhanced with a larger boot and greater interior stowage space.

The vinyl soft top, now fitted

with a heated glass rear window for better visibility, is also easier to open and close.

Other details include new fixed headlamps, which are lighter than the previous pop-up variety; improved aerodynamics and fuel economy; and lower centre of gravity by stowing spare wheel and battery below the boot floor.

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Long wait for 'Nuvola blue'

THE beautiful, award-winning new Alfa Romeo 156, the European Car of the Year and a *What Car?* title-holder too, is proving so popular that customers are having to be patient.

Alfa Romeo (GB) spokeswoman Angie Voluti says that the average delivery time is about 12 weeks – in common with other Alfas – but it depends on specification. If you want the exclusive eight-coat pearlescent Nuvola blue paint, you can expect a six-month wait.

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Neon lightens the load for family driving



● The Chrysler Neon 2.0 GLX

MENTION the name Chrysler and most people instantly think Jeep or Voyager – class leaders in doing what they are designed to do, and at competitive prices.

And that is precisely what the Chrysler Neon does too, the powerful 2-litre four-door saloon from the same family priced from less than £12,500 on the road for the LE with an impressive list of standard features.

These include automatic transmission at the same price as five-speed manual, twin airbags, power steering and electric front windows.

The 2-litre 16-valve engine produces 131bhp, and the three-speed automatic transmission is well matched with smooth changes, making for a car which is relaxing to drive and worth its salt with a load, as illustrated by its class victory in last year's Caravan Club towing awards.

There is also tinted glass, RDS stereo, side impact protection front and rear, remote central locking, and a tilt-adjustable steering column, while the mechanically identical next model up, the £13,890 LX, adds air conditioning

and anti-lock brakes.

But the Neon range has been extended with a range-topping version badged the 2.0 GLX, which provides even more luxury equipment.

This includes full Bridge of Weir leather-faced seating and front armrest, burr walnut veneer interior trim, stainless steel sill protectors, and 14in. alloy wheels, for just £1,200 more than the LX, at £15,090 on the road.

The model tested was provided by Chrysler dealers Course and Beacham at Shirley, Southampton, and this well-finished automatic version capable of 121mph also sported a neat rear spoiler.

Inside the upholstery was cool grey hide with ventilated panels and sporty and supportive side bolsters.

It also had a "protection pack", adding £600 to the price but a useful investment with alarm upgrade, bodywork-protecting mudflaps and a robust rubber liner tray for the boot to prevent damage to the carpeted lining.

Despite its lively performance, this automatic – like the manual version – can exceed 45mpg on the

extra urban cycle, according to government figures, and insurance costs are low too, thanks to its Group 8 rating.

Like all Chrysler vehicles, it comes with three-year/60,000-mile mechanical warranty with three years' roadside assistance.

The Neon drives well, with positive steering and suspension engineered for Europe with firm ride and good grip.

The design is thoughtful, and there were two details I particularly appreciated – one a switch so that the mirrors could be folded flat against the doors in an instant, ideal for narrow lanes or tight garages; and the other a simple sign on the dash indicating which side was the fuel filler.

CAR FACTS

MODEL: Chrysler Neon 2.0 GLX

PRICE: £15,090

ENGINE: 2-litre 16-valve producing 131bhp

TRANSMISSION: Three-speed automatic

PERFORMANCE (automatic): 0-60mph – 8.8 secs; top speed – 121mph

INSURANCE: Group 8E

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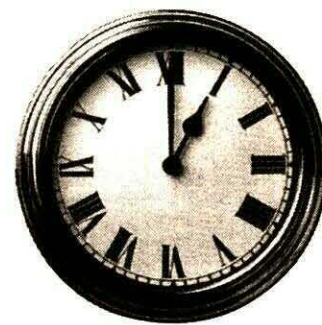
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FORCES VIE FOR LEAGUE CUP

THE FIRST ever Rugby League Interservice Championships begin this month when the Navy take on the Royal Air Force on May 5.

The match, which kicks off at the main sports field at HMS Collingwood, Newgate Lane, Fareham, will be a landmark in the history of the game for the Services.

And with some of the Services top players coming from around the country for the match, it promises to be an entertaining evening of rugby. Admission to the game costs £1 and all are welcome to attend.

London Select

The RN Rugby League team took on the might of a London Select VIII at the United Services Sports Ground in Burnaby Road, Portsmouth, in dreadful conditions of wind and rain.

Coming from a variety of London Rugby League Clubs, it took just ten minutes for the London side to make their mark on their first break with a try from Number Six Paul Daly, which was skillfully converted by Simon Hill.

The pattern of the game continued in the same line, with the London VIII dominating the first half to go in for the break 22-0 up.

The Navy team came out for the second half in fighting form and within two minutes, Number Three Taff Jenkins had scored the Navy's first try, and it was converted by Andy Franklin.

Navy Number Eight Blood Reid scored a superb try 20 minutes later, and after two more minutes he wrong-footed his opponent to put down another.

But the Navy's burst was not enough, and two more tries by Ken Edwards and Mark White gave London a 30-14 victory.

Rugby finals provide a night to remember

HMS DRYAD'S rugby union squad bounced back to the big time with an emphatic win in the Portsmouth Area Cup Final writes Lt Grassy Meadows.

Dryad, recently defeated in the RNRU final by the Royal Marines, overpowered HMS Nelson in tremendous style for a runaway victory at the United Services Sports Ground, Burnaby Road, Portsmouth.

And in the Portsmouth Area League Senior Cup Final (Division One and Two teams) Dryad were again the victors, this time in a much closer contest with HMS Sultan.

The evening of entertaining rugby was made all the more special by the presence of the Winchester Garrison Band and 300 Army supporters who turned out to see their side narrowly defeat RM Poole in the Junior Final.

Sevens

This year's Royal Navy Rugby Sevens championship at HMS Collingwood saw a record 29 teams registered from ships and establishments around the country.

The competition took the form of a league system in the morning with 16 teams going through to a cup/plate knockout stage in the afternoon.

The morning weather conditions were atrocious with heavy rain and wind affecting play, but the sun came out for the knockout phase. After some excellent rugby the eventual winners were:



● The Navy team (in black and white) gets to grips with the Royal Engineers at HMS Collingwood, a revival of the fixture formerly played against the Army engineers at RNEC Manadon.

Ship's Trophy: HMS Gloucester (runners-up HMS Glasgow). Plate Winners: HMS Sultan (runners-up HMS Glasgow). Final Winners: CTCRM (runners-up 40 Cdo.)

□ HMS Excellent Rugby Club has won promotion for the second successive year. The team have followed last year's division four victory by adding division three's silverware to their trophy cabinet.

□ The media launch for the 1998 Willis Coroon Interservices Rugby Championship was hosted by HMS Monmouth in the Pool of London.

Many of the top players from the three Services attended,

including the Scotland team captain, Maj Ron Wainwright (RAMC) and England player and Northampton RFC skipper, Capt Tim Rodber (Green Howards) as well as representatives from the Schools' Under 12s competition.

As Navy News went to press the Army v Navy game was due to take place at Twickenham (full report next issue) and the RN takes on the RAF at USSG Portsmouth on May 6. A curtain-raising veterans match kicks off at 1615 and the main game starts at 1900.

□ For ticket details see the advertisement on page 39.

Navy engineers another victory

A NOSTALGIC crowd was delighted to see the Navy's famous Black and White Quarters take to the field at HMS Collingwood.

And the match, a revival of the annual fixture against the Royal Engineers which was formally played at RNEC Manadon, did not disappoint them.

The first try came moments after kick-off when tight head prop Dr Paul Brooks found the corner, but the angle was too tight and it was not converted.

The Army replied by scoring between the posts and converting to give them a slender 7-5 lead. End to end play followed before the Navy broke through with a try from S/Lt McClement.

Injury

The Army took full advantage of an injury to man-of-the-match, Lt Arty Shaw, and ran in two tries while the Navy tried to reorganise to tie the match 17-17 with ten minutes left.

But the match was settled when RN captain Blood Reid burst through a series tackles to score, and an Army penalty in the dying moments was not enough. RN 24 - Army 20.

Baptism of snow for RN rally team

THE ROYAL NAVY rally team from Devonport had an arduous Easter weekend competing on the RGM Motor Bodies 'Tour of Epynt' at the military ranges near Brecon.

PO Pete Hoskins (Capt F1/F2) and LW Tracey Gates (2SL/CNH) (left) battled their custom Skoda Felicia hard against a much more powerful opposition.

Snow and ice made driving treacherous, particularly on one corner. Tracey recalls: "It was like something out of a movie, up on top of the Brecon Beacons, no trees, just rolling hills covered with snow, and then a dozen rally cars (crashed) in the undergrowth!"

The weather caused the rally to be halted early with only 13 out of 20 stages completed, with the team finishing 70th and an incredible 4th in the up-to-1600-class, beating an ex-works MGF into the bargain. "It was an excellent result and we really couldn't have done any better than we did," said Tracey.



Cornwall golfers inflict a narrow defeat

THE NEW Navy golf season got under way with a narrow defeat by a youthful but talented Cornwall side in the annual encounter with the county writes Navy Golf Secretary Cdr Gary Skinns.

This year the Navy was hosted by Tehidy Park Golf Club at Camborne, and the parkland course proved to be a good test for the golfers on their first outing of the season.

The Saturday saw the Navy team score an encouraging victory over the club scratch team which raised hopes for the stern test to come the following day.

Over the past few years, this fixture has been used by both sides to field a larger than usual team in order to give as many squad members an early taste of competitive golf and this year was no exception, with both teams fielding 14 players.

The morning foursomes got off to a good start with top Navy pairing Alistair Westbury (St Vincent) and MA Scott Gilbert recording a 3/2 win over the county captain, Scott's father Pat. Rumours that the draw was fixed were totally unfounded!

The points then dried up until the back half of the field saw wins for CPO Phil Rees (Excellent) and Lt Cdr Kevin Seymour (800 NAS) and Cpl Chris Graham (RMR Bristol) and Lt Peter Smith (DERA Malvern) leaving the

Navy just one point in arrears at lunch.

With 14 points available in the afternoon singles, the match was wide open, and the Navy made an excellent start at the top half of the draw.

Gilbert conjured an excellent birdie at the final hole to secure a halved game against a strong opponent on his home course.

The next five games saw the Navy achieve four and a half points leaving only three more to be acquired from the remaining eight for a notable victory.

Fighting half

Wins were recorded by Westbury (giving him the only 100 per cent record of the weekend) Cpl Nigel Smith (Comacchio Gp RM), Lt Guy Norris (810 NAS) and CPO Eddie Comerford (Caledonia) while a fighting half was gained by team captain Cdr Ian Yuill (AFPA HQ).

Unfortunately, the back half of the field could not repeat the morning performance and the only other Navy successes was a halved match from Graham. The overall result, a 12 and a half to eight and a half win to the county, was a significant improvement over last year's drubbing!

The event marked the first fixture for the new Navy golf chairman Capt Andy Dickson who had the opportunity to

meet the squad and witnessed some fine golf from the players.

The match was played in excellent spirit throughout and the RN team were made to feel very welcome by the club and the county.

At the time of going to press, a Navy team of ten players and two officials will be taking an overseas tour to San Diego, California, to take on our US Navy counterparts in that part of the world.

The key RNGA events of the year which can now be conformed are: July 1-3: Intercommnd and Individual Strokeplay Championships, Staunton GC, North Devon, July 23: The Navy Cup final, China Fleet GC, September 2-4: Intercommnd Matchplay Championships, China Fleet GC (not Staunton as previously advertised) September 20-24: Interservice Championships, Staunton GC.

All golfers of the appropriate standard are encouraged to make contact with their RNGA Command Secretaries with a view to the Intercommnd events. Anyone not selected for a command side in the strokeplay championships who wishes to be considered for individual entry (handicap limit of ten) should contact the RNGA Secretary.

In brief

Dolphin aids free divers

BRITAIN'S top free divers will be training in the Submarine Escape Tank at HMS Dolphin on May 9.

Free diving involves competitors descending to great depths on a single breath and the team is in training for the sport's World Championships in Sardinia next month.

Their exploits in the SETT will be filmed to form part of a documentary on the team by the BBC science programme QED.

Zest singles Zoe out

HMS NEPTUNE'S LWPT Zoe Hambly has been voted top young sportswoman of the year.

The Navy sprinter was the only medallist at the Interservice Athletics Championships and she is also captain of the RN Women's Netball team.

LWPT Hambly (below) was commended for her dedication to women's sport and for the zest and drive with which she encouraged others. She was presented with the award by Cdr Catherine Pope, chairman of Navy netball.



Cricket diary

ALL OF May's RN Cricket fixtures start at 1100 at Burnaby Road. They are:

10 May, Free Foresters. 13 May, Hampshire II. May 14/15, Incogniti. May 27, British Universities. May 28 England U19.

Edinburgh team tour

HMS EDINBURGH'S rugby team took on 15 Royal Logistics and Whitchurch RFC during a busy four-day visit to Shropshire.

A 6ft 5in 'Jonah Lomu look-alike' single-handedly created 40 points to the Navy's 5 to give the RLC victory, and an interception try given away in the Whitchurch game proved the Navy's downfall there.

Netball result

THE NAVY Women's netball team put on a fine performance at the interservices championships at West Drayton but the opposition proved to be strong.

After the game LWSA Michelle Spear was selected for the CS team and LMA(Q) Tracey Blayney and Lt Pam Fisher shared awards for most improved players of the season.

The team is recruiting and forthcoming fixtures include a tournament in Portsmouth (June 14) the Pontins tournament at Prestatyn (September 25-27) and a tour of Australia or South Africa in 1999. Contact Lt Fisher on 93875 5060 for details



Seahawk lands soccer trophy

HMS SEAHAWK has won the Lambs Navy Cup after beating HMS Dryad 4-2 in an exciting final which went into extra time writes Lt Cdr Jim Danks.

The match got off to an exciting start with POSTD Ian Pattison giving Seahawk an early lead after his free kick from outside the penalty area found its way through a crowd of players, leaving LWEM David Smith unsighted in the Dryad goal.

Play flowed from end-to-end despite the persistent drizzle at Burnaby Road, Portsmouth, with chances being created on both sides but the defences holding firm.

Halfway through the second half Dryad equalised when LPT Steve O'Neil scored from a penalty. This seemed to spur Seahawk to seek a winner and with ten minutes remaining a speculative lob from AEM Rob Wilkinson found the net and Seahawk were ahead 2-1.

Lambs Navy Cup

But the 'never say die' approach from HMS Dryad paid dividends in the last minute when a free kick from OM David Wilson was dropped by the Seahawk keeper allowing LWEM Neil Todd to bundle the ball over the line.

As play went into extra time, Seahawk proved the stronger team and CPO Andy Burry headed them into the lead in the 110th

minute, and with Dryad pressing up field AEM Andrew Windish gathered a long clearance from the defence to beat Smith in the Dryad goal to complete a 4-2 win.

Mrs Chyrise Gardner, Business Development Executive from Allied Domecq, presented the cup to a delighted CPO Burry and the RNFA expressed their appreciation of the continuing sponsorship of the competition by Lambs Navy Rum.



● HMS Seahawk's CPO Andy Burry is presented with the Lambs Navy Cup by Allied Domecq Business Development Executive Mrs Chyrise Gardner after their 4-2 victory over HMS Dryad.



● Sheffield United donated a new set of kit to HMS Sheffield's team after a request from supporter, LS Jessie James. LPT Steve Manley is pictured receiving the new shirts from Sheffield United's Mark Jackson.

Navy makes final of SW Counties soccer

THE NAVY soccer team travelled to Bridport knowing that a win would put them in the final of the SW Counties.

The Dorset team opened brightly and the pressure they exerted prevented the Navy from playing their usual passing game, and the RN were restricted to two shots in the first 20 minutes.

On the half hour the RN almost went ahead when a long throw by PO Paul Willets was only half cleared to CPO Chris Long who saw his goal-bound shot superbly saved.

Bridport responded with probing runs but half time was reached with the teams level at 0-0, a disappointing fail-

ure for Dorset after exerting so much pressure.

Coach WOPT Tommy Johnson's half time team talk had the required effect and the Navy went ahead after five minutes with a firm header from AEM John Dela Hayes, and added another by CPO Will Flint in the 72th minute.

Bridport's Reeve surprised RN keeper MEM Jason White in the 76th with a dipping shot from 25 yards to reduce the deficit. The Navy team swung into action and won the match 4-1 after two set pieces both produced goals for CPO Chris Long.

The result made the Navy winners in Group A and they go on to face either Devon or Cornwall in the SWCC final.

Victorious Marines say "never again!"

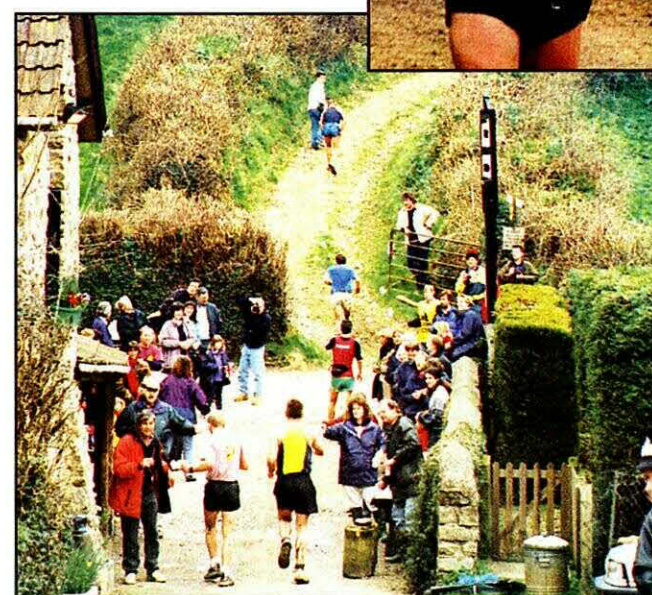
OVER 1,500 runners took on the toughest multi-terrain running challenge in the country at the Devon town of Seaton last month.

Known as 'The Grizzly', the race consists of 19 miles of very steep East Devon hills, pebble beaches, mud, more hills and a long burst along the stones at Seaton to end.

Two old Navy athletes ran exceptionally well to finish in the top ten in a field of distance runners. Simon Sheard (39) was 5th in 2 hours 17 and Al Rich (47) was 8th and won the veterans race with 2 hours 19.

Chasing these two home were seven of the USMC runners who successfully challenged the RN/RM for the 'Warriors Across the Sea' trophy. Their lead runner, Alex Hetherington, was 10th with 2 hours 23.

The US Marines said the Grizzly was a wonderful experience, but not one to be repeated!



● A hilly section of the 19-mile Grizzly. Inset: Capt John Rye RM who led the field at the five-mile point. Pictures: c/o Cdr Brian Davies.

INTERSERVICE TITLE SLIPS AWAY

VICTORY in the interservices soccer eluded the Navy after a draw with the RAF writes WO Frank Cooper.

Having drawn with the Army, the RN needed a win from the RAF fixture at Burnaby Road, Portsmouth but were denied by the current champions.

The RAF were the better team on the ball and deprived the Navy of space and time throughout the first half. AEM John dela Hayes in particular had his work cut out in the heart of the Navy defence dealing with the quick and aggressive SAC Maguire, and both players were booked in the 20th minute when their personal battle became a little too personal.

The Navy were relieved to see the end of a goalless first half which was high on commitment and confrontation but low on quality football. The RAF went ahead almost immediately after the restart with an unstoppable shot from 20 yards which gave MEM Jason White no chance, but the goal inspired the Navy to produce

the kind of football that has earned so much success in recent years. POAEM Nigel Thwaites and CPO Chris Long began to influence midfield and the hard-working CPO Will Flint caused serious problems in the RAF defence, and the next 30 minutes were the opposite of the first half.

Bad-tempered

As the Navy threw players forward an equaliser looked inevitable, but it needed a penalty to achieve it and PO Thwaites made no mistake with the spot kick. The last 15 minutes were more of the same but after leaving themselves exposed the RN had to rely on dela Hayes's excellent work in defence to prevent the RAF scoring on the break, and a hectic and at times bad-tempered game finished 1-1.

□ Dela Hayes was voted RN player of the match and Willets, Thwaites, Haigh and Flint all received mementoes of their 100th appearance for the Navy.

Sultan brings RAF trainees back to earth

HMS Sultan have won the annual inter-establishment sports competition against RAF Cosford for the first time in ten years.

The competition involves over 100 trainees taking each other on at football, rugby, hockey, badminton, squash, volleyball and basketball.

Cliffhanger

After wins for Sultan at football, badminton and squash, the competition hung on the final game of basketball which Sultan won 66-42.

Left: Sultan trainees celebrate while LPT Steve Clarke holds on to the Cup.



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Piggy back ride for damaged Cattistock

HMS CATTISTOCK took a piggy-back ride all the way to Scotland for a six-month refit in Rosyth.

She was transported from number two basin at Portsmouth by the AMT carrier barge, which is specially designed to lift ships from the water and cradle them under way.

The operation to load Cattistock on to the barge took two days, with work continuing around the clock.

Explosion

Cattistock has been unable to travel under her own power since a serious engine room fire last year which started when an exploding cylinder shattered her fuel pump.

The ship's company put the fire out rapidly but the damage could not be repaired and the Hunt-class minesweeper had to be towed back to Portsmouth.

Picture: LA(PHOT) Craig Leask



Iron Duke rescues injured yachtsmen

HMS IRON DUKE was called to the rescue when a transatlantic record attempt ended in disaster.

The Italian yacht Fila was racing from New York to Lizard Point in a Force 10 storm when her mast was torn off, capsizing her 330 miles south west of the Scilly Isles.

Two of the five-strong crew were swept over the side and the yacht issued an immediate Mayday when only one managed to scramble back on board.

HMS Iron Duke, on exercise 120 miles away, was alerted by a signal from CINCFLEET and made directly for the search area through heavy seas.

Injured

When she finally made contact with the Fila, Iron Duke established that one of the crew was injured and decided to send her Lynx helicopter despite the appalling conditions.

Several trial runs were needed before the waves stopped breaking over the flight deck long enough for the aircraft to launch.

The helicopter soon located the yacht with the help of a Maritime Patrol Aircraft and Lt Mark Taylor, Lt Peter Campbell and AEM Richard Darnell (on his first operational flight) were able to winch aboard 28-year-old Andrea Tarlarini and return to Iron Duke before joining the hunt for the missing man.

But hopes of finding 35-year-old Andreo Romanelli faded with the light and the search eventually had to be abandoned.

Fila's skipper, Giovanni Siodini (30) and the remaining



● **STRANDED:** The surviving crew of the 18-metre yacht Fila cling to the hull 330 miles from the Scilly Isles. Huge waves snapped her mast and capsized the boat, flinging two crew overboard during their attempt on the yachting speed record for crossing the Atlantic.

two crew were able to restart her engine, and with enough food and water on board, they decided to take her to La Rochelle, 540 miles away.

Iron Duke set course for Portsmouth with Tarlarini on board but another Mayday was received the next day.

The Sea Angel had capsized 480 miles SW of Scilly, and with the Lynx unserviceable after the Fila rescue, Iron Duke had to steam 200 miles to reach her.

On arrival, LS Keith Roberts took Iron Duke's seaboard to the yacht with German translator CPO Pony Moore and first aider LSTD Matt Cries on board.

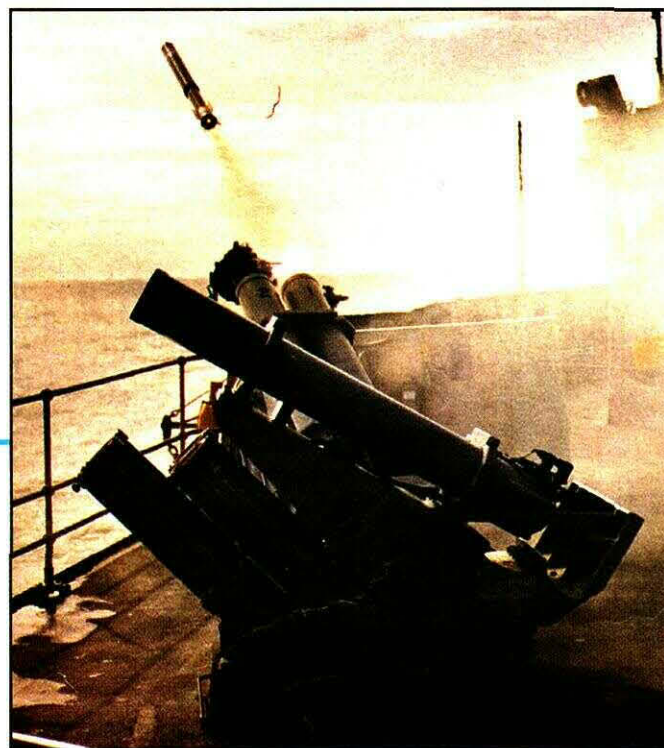
They found 36-year-old Dr Matthias Glockl in agony with an open fracture of the upper arm and a dislocated hip, but the team succeeded in getting

the him back on Iron Duke despite the large swell.

When the ship eventually came within range of Cornwall, the injured men were brought

ashore by a Sea King helicopter from RNAS Culdrose.

Both casualties were treated at Treliske Hospital and have now returned home.



CHAFF LAUNCH FROZEN ON FILM

THIS SPECTACULAR shot by LA (PHOT) Paul O'Shaughnessy captures a live firing of the chaff launcher on board HMS Grafton during operational sea training.

The Duke-class frigate is now in the Gulf where she has become the second Type 23 to take part in the Armilla Patrol.

In brief

Britannia to leave soon

LEITH docks in Edinburgh will provide the final berth for HMV Britannia after a successful bid by Forth Ports.

If the remaining contractual and practical problems can be ironed out in time, the ship will leave Portsmouth harbour under tow at about 3pm on April 30 and reach Leith's Ocean Terminal on Bank Holiday Monday, May 4.

Ocean snags at Barrow

THE NAVY'S new helicopter carrier is being towed to Portsmouth for repairs after damaging a propeller bearing in trials.

HMS Ocean was completing basin trials at the VSEL yard in Barrow-in-Furness when turbulence from the propellers stirred up debris and damaged part of the port shaft mechanism.

Upholders to go to Canada

THE NAVY'S four redundant Upholder-class submarines are to get a fresh lease of life with the Canadian Navy.

The diesel electrics will go to Canada in an eight-year leasing deal which includes a support and training package and an option for Canada to buy them outright.

Work starts on new RFAs

WORK has begun on two new auxiliary oil tankers at the VSEL shipyard at Barrow-in-Furness.

The first steel for RFAs Wave Knight and Wave Ruler was cut in a ceremony at Barrow by Rear Admiral Peter Spencer, Director General Surface Ships and Controller of the Navy.

Princess to name frigate

THE NAVY'S newest frigate is to be launched at Barrow-in-Furness at the end of May.

The Duke-class Type 23 will be named HMS Kent by Princess Alexandra at a ceremony at the VSEL shipyard on May 27.

Woman is top naval cadet

THE QUEEN'S Sword for the most outstanding cadet at BRNC Dartmouth has been won by a woman for the first time.

The award goes to Lt Katherine Babbington (24) from Exeter, who is now in the Gulf as gunnery officer in HMS Sandown. Katherine is the daughter of Falklands MC Lt Col Peter Babbington.

Memorial for HMS Hood

A MEMORIAL service for the 1,416 men lost in HMS Hood in 1941 will be held on May 24.

The service, at the New Forest church of St John the Baptist, Boldre, will be attended by members of the Hood Association and the last remaining survivor, Lt Ted Briggs.

PIRACY RISES

■ From front page people on board the ships."

Beyond that, Numast would like to see the ships themselves given better protection. Mr Linington said: "We see it as wholly unacceptable that seafarers are being killed and injured at the rate that they are. We are looking for governments and individual states to take much tougher action in response to these attacks than they currently are."

"In the cases where certain states have set up anti-piracy patrols they have resulted in quite marked decreases in the problem and what we are saying to the UK Government is that where there is clear evidence of certain areas being problematical, we'd like to see something akin to the Armilla Patrol in the Gulf, where you actually have a Royal Navy presence."

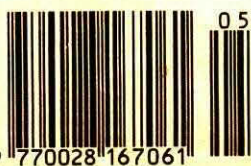
Reassurance

"At the very least it would be a reassurance and in the most extreme situations could actually be utilised to give a degree of protection to British personnel and British merchant ships in the problem areas."

■ Only one per cent of the Merchant Navy's 18,500 officers are women and sexual harassment is a common problem, according to researchers at the University of Wales.

A survey into the experiences, status and careers of European women at sea by the university's Seafarers International Research Centre is being carried out by Dr Minghua Zhao.

Dr Zhao told Navy News: "I am at the start of my research, but the interviews I have already conducted lead me to believe that there is a very serious problem."



TIME FOR A BREAK

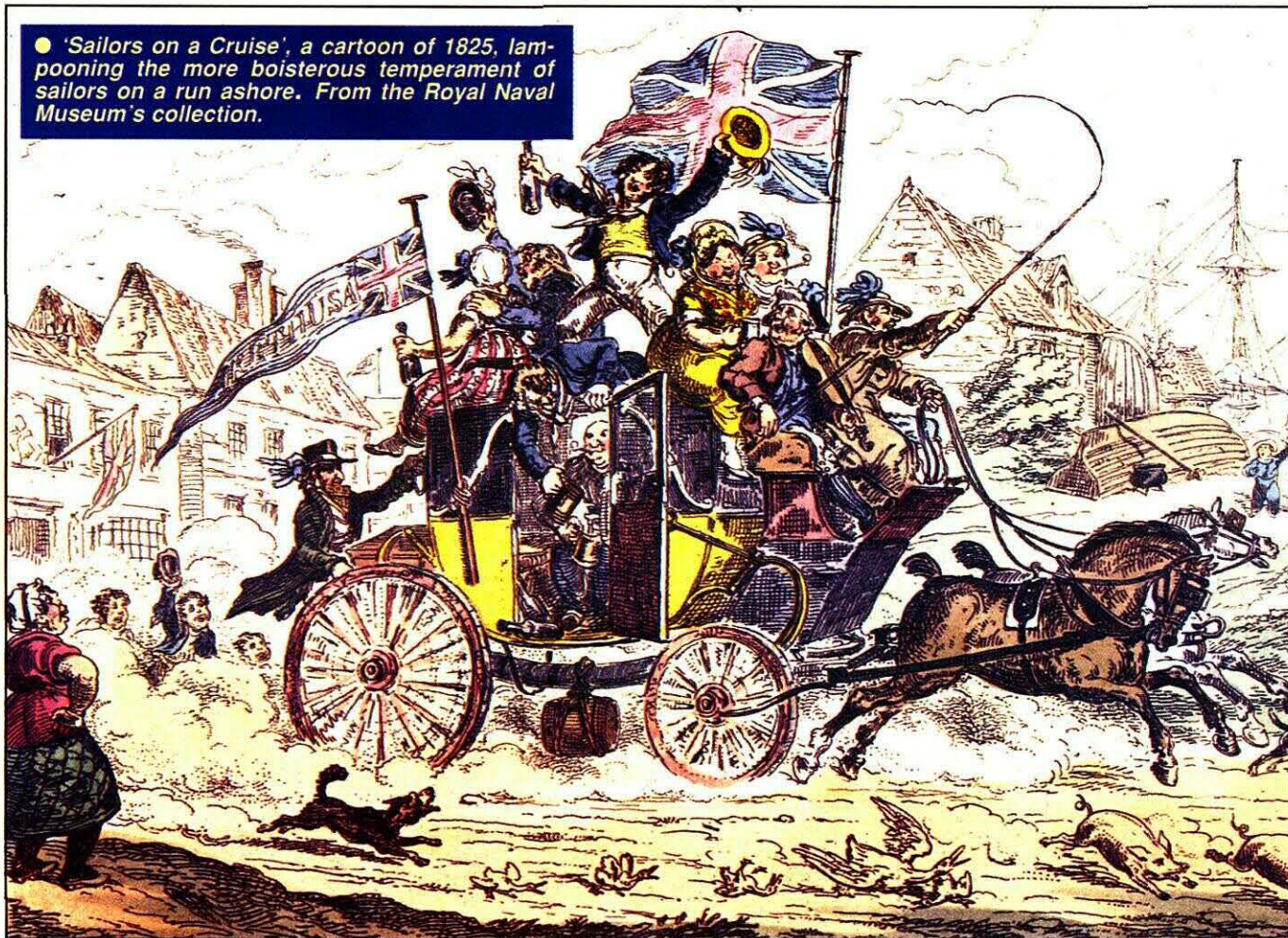


Navy News Museums Guide 1998 – Part 2



Making greater sense of the Nelson decade

● 'Sailors on a Cruise', a cartoon of 1825, lampooning the more boisterous temperament of sailors on a run ashore. From the Royal Naval Museum's collection.



of the Nelson decade

THE ROYAL NAVAL MUSEUM

FIRST FRUITS of a £10 million redevelopment plan are starting to be seen at the Royal Naval Museum which this year celebrates its 60th anniversary. Central to the changes is a plan to engage more of the visitor's senses: a 'see it, hear it, smell it' presentation of the Battle of Trafalgar will truly convey a whiff of gunsmoke, and give the observer as close as possible an experience of sea warfare in Nelson's time.

Now part of Portsmouth Historic Dockyard, the establishment was built as Victory Museum by the Society for Nautical Research in 1938. The building, near Nelson's flagship, was incorporated into the Royal Naval Museum with the opening of the McCarthy Gallery in Storehouse No. 11 in 1972.

The new redevelopment project, aided by Lottery money, marks the museum's greatest milestone in recent years. It is in two phases – one focusing on Nelson and the Sailing Navy and the second on the 20th century role of the Service.

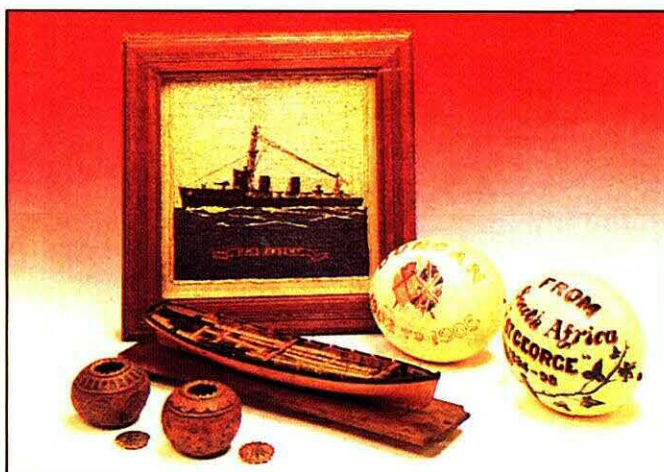
Initial redevelopment work on Storehouse 11 is being completed, and the new, appointment-only library, now incorporating the Admiralty Library from London, was opened in April. It contains

18,000 volumes including important reference material not otherwise available outside the capital.

A glass lift and reinstated main staircase links a new reception area on the ground floor with a new research centre. Later in the summer, high quality storage will be ready in the upper floors for public display of a varied collection of photographs, letters, journals, paintings, artefacts – and World War II relics which have so far been hidden away from view on dusty shelves.

In all, the museum holds 25,000 documents and 50,000 photographs dating from the 1860s, as well as an important collection of uniforms, British Naval medals and the WRNS Historic Collection.

Under the £5 million Phase I of the redevelopment, there will be a new exhibition on Victory from construction to the present day,



● ABOVE: Some typical, hand-made sailors' mementoes – a boat model, a woollen embroidery, and decorated oranges and ostrich eggs.

● ABOVE RIGHT: One of the diorama models at the museum which depicts boats from a British squadron in the Mediterranean carrying seamen and Royal Marines for a raid on a French fishing port, a regular feature of the Napoleonic Wars.



HMS UNICORN

Britain's oldest warship afloat

WHILE Portsmouth has its Victory and Greenwich its Cutty Sark, Dundee lays claim to having the oldest British-built warship afloat – the Unicorn.

Immediately after being launched at Chatham in 1824, HMS Unicorn was placed in storage and roofed over – the standard method of 'mothballing' ships at the time.

She was subsequently used as a powder hulk on the Medway and the Thames, and in 1873 made her only sea voyage when she was towed to Dundee to become the Navy's training ship for the area.

Unicorn was commissioned as an RNR drill ship in 1874. In 1906 she became part of the Dundee sub-division of Clyde Division RNR, then in 1926 she was incorporated into the East Scottish Division of the Reserves.

During both World Wars Unicorn was HQ for the Senior Naval Officer for the port of Dundee, and was also used as a local reception centre for prisoners of war.

During 1939-45 her name was changed to HMS Cressy to avoid confusion with the aircraft carrier named Unicorn. She did not revert to her original name until the carrier was scrapped in 1959.

She remained part of the RNVR until 1968 when she was replaced by the new shore base HMS Camperdown. Plans to scrap the ship were opposed by some of her former commanding officers supported by Lord Reith. In the face of that, the then First Lord of the Admiralty, Lord Carrington, was persuaded to save the ship.

The vessel was handed over to the Unicorn Preservation Society in 1968, accepted on their behalf by the Duke, and berthed at her current location in Victoria Dock. The Queen Mother agreed to become patron of the Society which set about raising funds to mast and restore the ship, working to recreate a warship of the Napoleonic period.

Unicorn was opened to the public in 1975 and although shortage of funds has slowed the restoration, she received full museum status in 1992, and has about 12,000 visitors a year.

DATA FILE

OPENING TIMES: 10am-5pm daily until Oct. 31 (last admissions 4.30); Nov. to mid-March, 10am-4pm (last admissions 3.30).

ADMISSION CHARGES: Adults – £3; children 5-16, senior citizens, students, etc. – £2, family ticket (two adults, two children) – £8. Group rates available.

● The figure-head of HMS Unicorn, under continuing restoration at Dundee.

FACILITIES: Ship for hire for functions. Souvenir shop. Car parking close to ship.

ACCESS: Unicorn is close to Dundee city centre and only a few minutes' walk from bus and train stations.

INFORMATION: 01382 200900.

FRONT COVER

From a magazine issued for the Coronation Fleet Review of 1937. A copy is held by the Royal Naval Museum.



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● King Charles II's barge, used to carry Nelson's body on the Thames in 1806, will be restored to its 17th century livery.

including a vivid presentation of the Battle of Trafalgar combining sound, lighting, special effects and even smells to create a realistic sense of what it was like to be in the thick of a naval battle.

In November a wholly new look at Britain's greatest Naval leader – Nelson – will open in the Lambert-McCarthy Gallery, and in the following spring the renewal of Storehouse II will be completed when The Sailing Navy exhibition is opened.

Exhibitions will include hands-on displays, allowing – among other things – children and adults to search for the cure for scurvy.

There will be a new treatment of marine artist William Wyllie's Panorama of Trafalgar; King Charles II's state barge – used as Nelson's funeral barge – will be displayed in its original 17th century livery; and a covered viewing platform will allow visitors a view of the working dockyard and passing naval ships.

In Phase II of the redevelopment, space will be made available at last for further coverage of the Navy's achievements throughout the century, with the emphasis on

the human side of the story.

In addition, a new gallery will tell the story of the Navy from King Alfred's time to the present. And a lecture theatre, classrooms and meeting room will enhance the

museum's educational work.

■ As a result of the redevelopment, the Lambert-McCarthy Gallery is closed until November and the Douglas-Morris Gallery until the following month.

DATA FILE

OPENING TIMES: 10am-5.30pm daily, but closed on Christmas Day and Boxing Day and early closing Christmas Eve.

ADMISSION CHARGES: Adults £3, senior citizens £2.50, children £2. Combined HMS Victory and RN Museum ticket – adults £5.75, senior citizens £5, children £4.25. Free to Service personnel on production of identity card.

FACILITIES: Souvenir shops, licensed restaurant, cafe (open during summer in

Storehouse No.9), picnic area, children's playshop in Boathouse No.7, toilets, including special facilities for disabled, and baby changing facilities. Car parking for visitors to Historic Dockyard off Queen Street.

ACCESS: Through Portsmouth Naval Base Victory Gate at The Hard, a short walk from Portsmouth Harbour rail and bus station.

INFORMATION: 01705 727562/3.



● An artist's impression of the interactive 'meet the Navy' exhibition planned for Portsmouth Historic Dockyard.

Getting a feel for the modern Navy

THE YEAR 2000 will bring the modern, hi-tech Navy within reach of the public through Action Stations, a £13-million attraction planned for Flagship Portsmouth Trust in the Historic Dockyard.

Partly funded by the Millennium Commission, the development will be housed in a handsome, Victorian brick-and-stone boathouse and will feature the biggest screen in the south of England – 16m by 7.27m and with '3D sound'.

A large-format, 24-minute film made on location with a £3-million budget will feature a Type 23 frigate in an action-packed drama combining excitement, danger, intrigue and romance.

A 'pre-show experience' will mix audio-visual display, flat graphics and models to give revealing glimpses of life at sea. And on the ground floor an interactive exhibition will be structured around seamanship, damage control, a helicopter flight, a ship's bridge, an operations room and ships weapons.

LANCASTER MARITIME MUSEUM

MODELS of Royal Navy vessels are included in Lancaster Maritime Museum, run by the local authority. The collection reflects past and present affiliations – with HM ships Lancaster, Lancaster Castle, Morecambe Bay, Dreadnought and Trafalgar.

Recent alterations, partly financed by the Heritage Lottery Fund, include a new main entrance to improve access for people with mobility problems, and a marine art gallery. Visitors number 30,000 a year.

DATA FILE

OPENING TIMES: Daily except Christmas and New Year. Easter-Oct. 11am-5pm, Nov.-Easter 12.30-4pm.

ADMISSION CHARGES: Adults £2, children and all concessions £1.

FACILITIES: Audio-visual show, shop, cafe, car parking.

ACCESS: Close to M6 junctions 33 & 34, Lancaster bus and railway stations.

INFORMATION: 01524 64637.

HMS GANGES ASSOCIATION MUSEUM

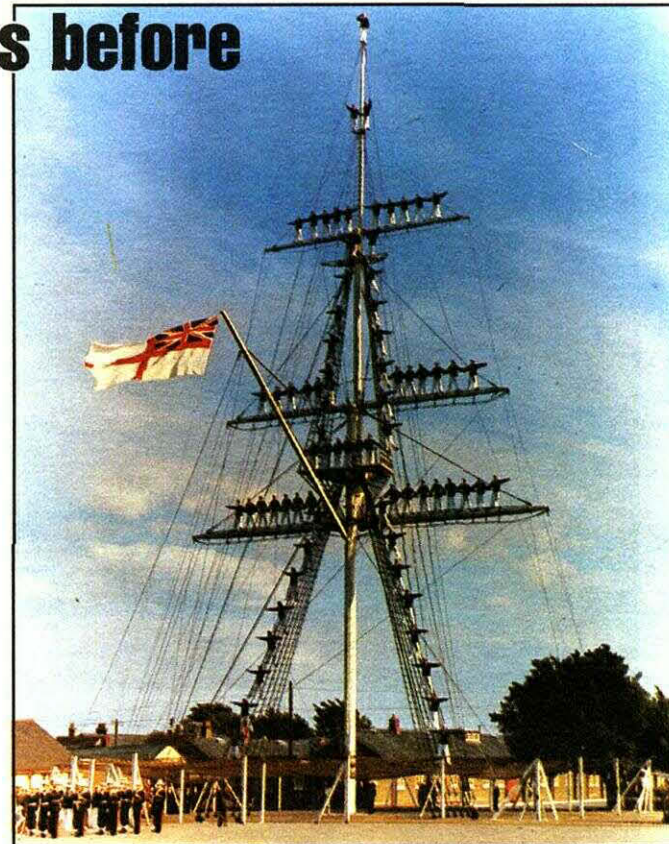
Those years before the mast

MAST-MANNING at one of the most famous Naval training establishments – HMS Ganges – represents the most vivid recollections of the base held by the many thousands of RN recruits.

The 200-year history of the name Ganges in the Royal Navy – particularly the establishment at Shotley, Ipswich, which trained raw recruits between 1905 and 1976 – is recorded at the HMS Ganges Association Museum.

The famous mast still stands and is a listed building, but the site of the establishment itself is now Shotley Marina, in which the museum occupies the old sail loft. On display are many artefacts, memorabilia and photographs – including the one shown here, copies of which are sold by the museum in aid of their funds.

All the staff are voluntary workers and are members of the HMS Ganges Association.



DATA FILE

OPENING TIMES: Each weekend and bank holiday, April-Oct. 11am-5pm. Other visits by appointment. Groups welcome.

ADMISSION: Free, donations welcome. **FACILITIES:** Nearby – free parking, restaurant and bar (wheelchair-friendly).

ACCESS: Down Bristol Hill to sea front. The museum is in the marina's main building – Victory House.

INFORMATION: 01473 684749 or 787291. Brochures available – send sase to Mr George Athroll, Museum Secretary, 20 Flint Close, Ipswich IP2 8PU.

COMBINED OPS MUSEUM

THE STORY of 250,000 Allied troops who passed through the Commando Training Centre at Inverary, Argyll, during World War II, is told at the Combined Operations Museum in the grounds of Inverary Castle.

Among the exhibits are battle plans, photographs and scale models of ships and landing craft. The museum is visited by 5,000 people a year.

DATA FILE

OPENING TIMES: Mon.-Thurs. 11am-6pm, and (April-Oct.) the first and second Sundays in the month 1pm-6.00pm. Last admissions 5.30. Researchers welcome.

ADMISSION CHARGES: Adults – £2, children and senior citizens – £1.50, family ticket – £6.50.

FACILITIES: Souvenir shop, refreshments available at Inverary Castle.

ACCESS: Via the A83.

INFORMATION: 01499 500218.

HARWICH LIFEBOAT MUSEUM

VISITORS to Harwich Lifeboat Museum can go on board a 37ft Oakley-class lifeboat which forms the museum's main exhibit, housed in an 1876 lifeboat house.

The lifeboat was brought from Cromer and the museum opened in 1994. It welcomes 2,000 visitors a year.

DATA FILE

OPENING TIMES: May-Aug. daily 10am-5pm.

ADMISSION CHARGES: 50p (children – must be accompanied – free).

ACCESS: Situated at Harwich Green in the old town.

INFORMATION: 01255 503429.

200 years of charity recorded

KEY RECORDS of the Royal Naval Benevolent Society, dating from 1791, are being conserved at the Royal Naval Museum with the help of £7,000 from the British Library through its scheme of grants for cataloguing and preservation.

The archive consists of 80 volumes of letters, minutes, membership records and petition books, built up since the formation of a committee to "provide relief to distressed officers of the Navy and to the widows, children, mothers and sisters of such".

The documents were deposited with the RN Museum in 1992 and will be available to researchers in the future.

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THE ROYAL NAVAL BENEVOLENT SOCIETY FOR OFFICERS

PATRON: HER MAJESTY THE QUEEN

Founded in 1739, the Royal Naval Benevolent Society for Officers provides financial assistance when in need to officers of the Royal Navy, Royal Marines, the QARNNS and their Reserves and to their spouses, former spouses, children, mothers and sisters.

Membership of the Society is open to any commissioned RN, RM or QARNNS officer (male or female), who has service on the active list, on payment of £50 for life membership, which given the possible benefits is remarkable value for money.

The Society's aim is to provide financial assistance to its members and their families; but officers who are qualified to join but who have not done so, and their dependants are also helped, but to a lesser extent than for members. The Society has recently extended its scope, through supplements to its Royal charter, to allow Reserve and former Reserve Officers and their dependants to receive the Society's help and to take on the responsibilities of the RN & RM Branch & SD Officers Benevolent Fund, which has now ceased to exist as a separate charity.

For over 250 years the Society has been caring for less fortunate officers and their dependants. The Welfare State today cannot cover some of these needs and in recent years the Society has disbursed between £100,000 and £130,000 each year to meet them. In 1997 this figure rose to £168,000 and the Society was able to meet this increased need. In 1997 this rose to £168,000 and the Society in generous supporters wills, a practice the Society is very keen to encourage since it does not raise funds publicly.

If you are not a member, please consider becoming one. Membership is an excellent investment for one's family, and is also a way of helping others in less fortunate circumstances.

Applications to join or for assistance should be made to Captain I B Sutherland RN

The Royal Naval Benevolent Society for Officers

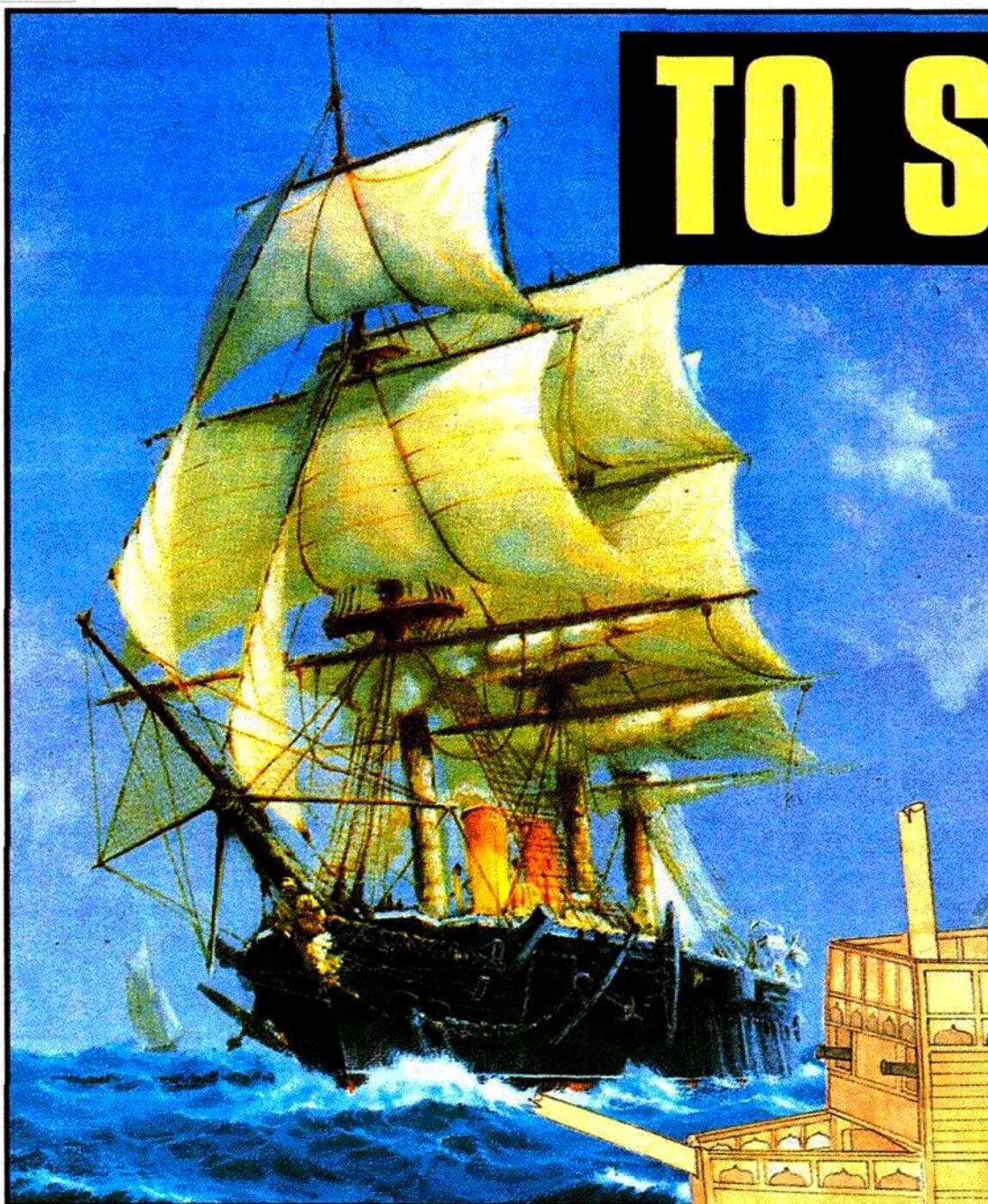
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TO SEE THREE SHIPS



● HMS Warrior, pride of the mid-Victorian Navy, under steam and sail.

'The Black Snake' – Britain's first ironclad

PAINTED in the livery of the Victorian Navy, HMS Warrior represents a transitional period between the years of sail and steam, wood and iron, when technological and industrial advance was revolutionising the Royal Navy and its ships.

Warrior was the product of a naval race, almost 50 years before that more deadly scramble between Britain and Germany to outdo each other's warship strength. In 1860, when she appeared, she was the first iron-hulled battleship – the largest, fastest and most heavily armoured afloat.

At Trafalgar, Britain had put paid to any ambition Napoleon may have had to dominate these islands, but by the middle of the century, a new Napoleon had appeared in France – Napoleon III, nephew of the great man and intent on making his mark in the world.

Britain entered a new period of uneasy peace with her old enemy across the Channel. Ships such as the Warrior were the deterrent of their day, and the ship's importance in that role was emphasised by the words of Napoleon III himself who described the new vessel as "a black

HMS WARRIOR

snake among rabbits". Among other things it was a reference to the colour and extraordinary length – for the day – of her hull. It was six-and-a-half times her beam so that her broadside would consist of as many heavy guns as possible.

Unlike wooden ships, whose size was governed by the length of timbers that could be used, Warrior's iron hull ensured that the only limit on her proportions was the size of dock available to take her.

The measure of the success of any deterrent is that it should not need to be used – and in that sense it seems Warrior was truly successful. There was no war between Britain and France, and in 1883 the ship was removed from the active list without firing a single shot in anger.

In 1904 she was converted into a power plant for the RN Torpedo School, and in 1929, reduced to a hulk, she became a jetty for ships refuelling at the Milford Haven oil depot.

Decades later her true historical importance was realised, and in 1979 she was

rescued by the Warrior Preservation Trust.

In 1987, after eight years of restoration at Hartlepool, she was looking her old self, and with great pride and ceremony was brought to Portsmouth and opened to the public.

Visitors can roam through the ship, which has been carefully restored inside as well as out. They can see the machinery replicating the ship's original, 855-ton 5,500hp engine which gave her a top speed of 14.5 knots – very fast for the time.

They can also tour the gun deck and living quarters of officers and men, all refurbished in contemporary style with artefacts and equipment.

One of the present ship's company of quartermasters, dressed in the uniform of the period, is at the brow to welcome visitors, while trained volunteers are to be seen throughout the ship – and they welcome the opportunity to answer questions.

World-beating for Naval history

FLAGSHIP PORTSMOUTH

Portchester as the gateway to the harbour and, under the Tudors, moving into the forefront of shipbuilding technology (the world's first dry dock was constructed there in 1495).

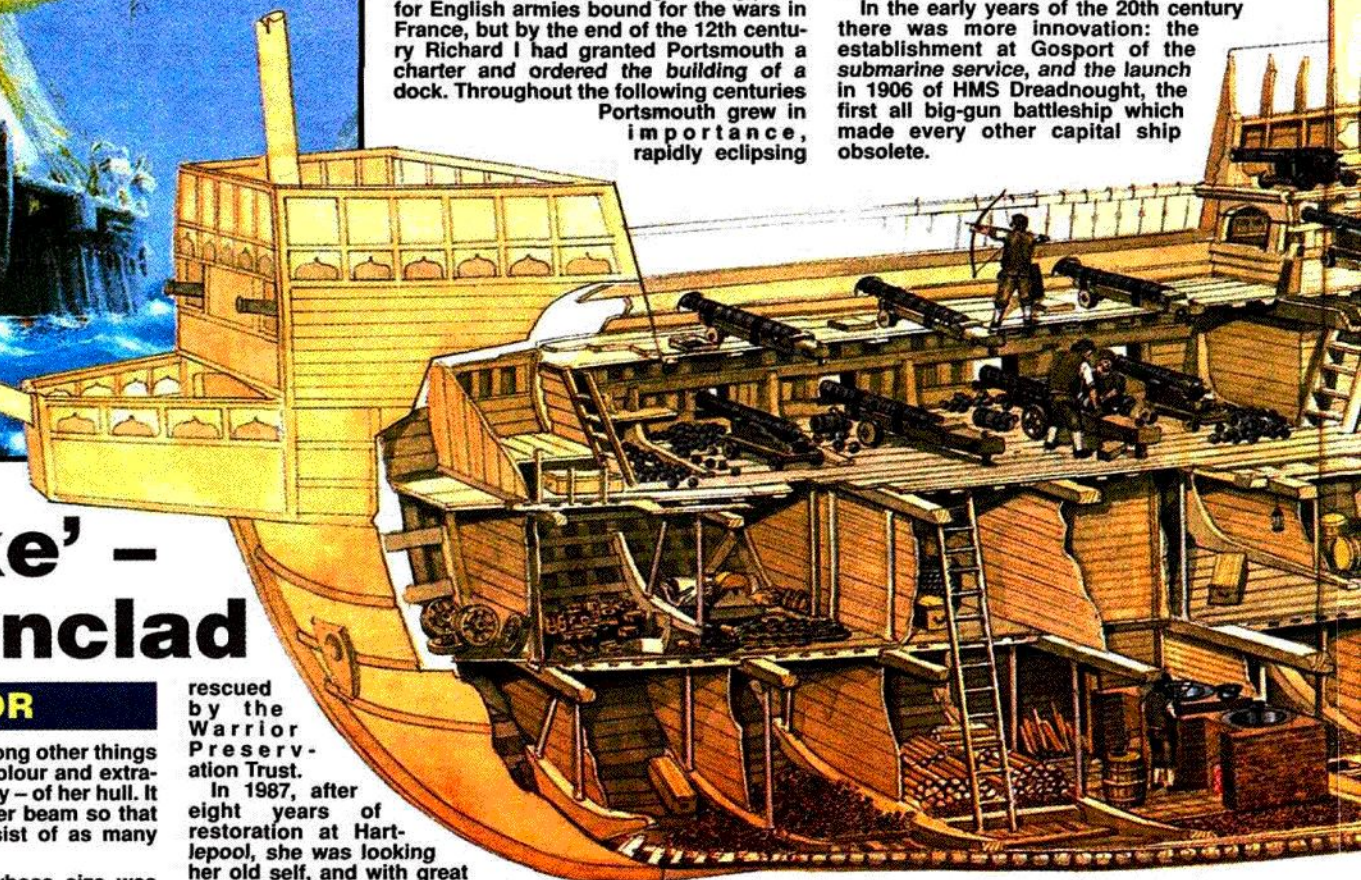
Throughout the 17th and 18th centuries, Portsmouth naval base and town grew apace, and during the late 18th and early 19th century was a linchpin in Britain's long struggle against Napoleon.

There was further dockyard and urban expansion throughout Victoria's reign, and with the age of steam Portsmouth became the world's largest and most modern naval facility.

In the early years of the 20th century there was more innovation: the establishment at Gosport of the submarine service, and the launch in 1906 of HMS Dreadnought, the first all big-gun battleship which made every other capital ship obsolete.

Today, Portsmouth Waterfront building trail.

There exhibition and craft years of access



Time capsule from the time of Henry VIII

THE MARY ROSE

IN JULY 1545, Henry VIII's favourite warship, the Mary Rose, sank in the Solent during a naval operation to fight off French raiders.

Henry watched horrified from the shore at Southsea, as the great vessel capsized, taking most of her crew with her. Mary Rose was named after Henry's beautiful younger sister and had been in service for 37 years, one of the first ships to carry cannon as well as traditional longbows.

Four centuries later a sonar search pinpointed her resting place, where a large part of the ship's hull and thousands of artefacts were buried and preserved in the mud of the seabed.

The hull was raised in 1982 and now occupies a building near HMS Victory. There, new, air-conditioned galleries give a cross-section view of the Mary Rose, still undergoing a 15-year process of being sprayed with special chemicals to prevent the timbers disintegrating. An audio commentary describes the process to visitors.

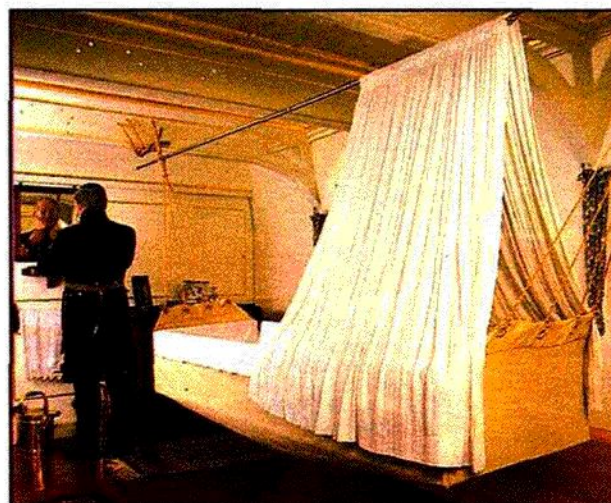
An exhibition of many of the artefacts found in the ship's hull are on display at the first large building visitors see on their right as they enter the dockyard.

Among the items found in the time capsule, were cannon bows, thousands of arrows, the everyday objects of life in the 16th century – tankards, jugs, pewter plates, spoons, combs, coins, pens, shoes and instruments.

Swift burial in soft silt ensured preservation of materials such as leather, silk, wool and bone objects made of those materials. Many finds were tiny. The peppercorns (used to relieve as well as to spice the food) remains of insects and a range of pens, inkpots and pins.

If all goes well for the Trust, plans to rehouse the ship under one roof with the museum near HMS Victory should result in the opening about five to six years time.

The initial plans are being and will this year be submitted to the Heritage Lottery Fund who asked to help meet the £280,000 of the project.



● How they lived in Warrior – on the lower deck (left) and in the Captain's night cabin, photographed after restoration.

SHIPS — COME SAILING IN

ng site nistry

visitors can see the sights of
uth harbour on a 'Warships by
our, and discover the graceful
s of the dockyard on a heritage

is also a dockyard apprentice
n which demonstrates the skills
s which existed there in the early
this century. Both attractions are
le to people in wheelchairs.

DATA FILE

OPENING TIMES: 10am-5.30 daily, March-Oct. 10am-5.00 daily Nov.-Feb. (closed Christmas Day).

ADMISSION CHARGES: Entry to Portsmouth Historic Dockyard is free. 'Passport' tickets (valid two years) allow admission to all the attractions — ships and RN Museum — for £14 for adults, £12 for senior citizens and £10 for children/concessions. For a family of two adults and a child the cost is £33. Single-ship/attraction tickets: Adults £5.75, senior citizens £5, and children £4.25.

A season ticket which gives unlimited access for two years costs £17 for adults, £14.50 for senior citizens, £12 for children and £40 for a family (two adults and child). On the family season ticket, an additional child need only pay £6 and a grandparent £7.25. Guided tours of HMS Victory last 45 minutes and are timed. Last tickets sold one hour before closing.

FACILITIES: Coach and car park nearby in Queen St. Licensed restaurant, cafe, children's playship in Boat House No.7, educational visits (call 01705 839766).

ACCESS: By road — Follow the Historic Ships signs. From M27 or A27: M275, Mile End Rd, Commercial Rd, Market Way, Alfred Rd, Queen St. Portsmouth harbour bus and rail stations a short walk from Victory Gate.

INFORMATION: 01705 861512 (24 hours). For details of special facilities — 01705 861533.

Greatest of them all still— in service after 200 years

HMS VICTORY will forever, famously, be linked with Lord Nelson's crushing triumph over a larger Franco-Spanish fleet off Cape Trafalgar. But by the time of the battle in 1805, Victory had already been in service for almost half a century and had been the flagship of many other distinguished admirals.

She was built at Chatham in 1759 and is still in service with the Royal Navy as flagship to the Second Sea Lord, making her the world's oldest commissioned warship.

To prepare her for the bicentenary of Trafalgar in 2005, the ship is undergoing an extensive programme of restoration to return her to her appearance as Nelson's flagship.

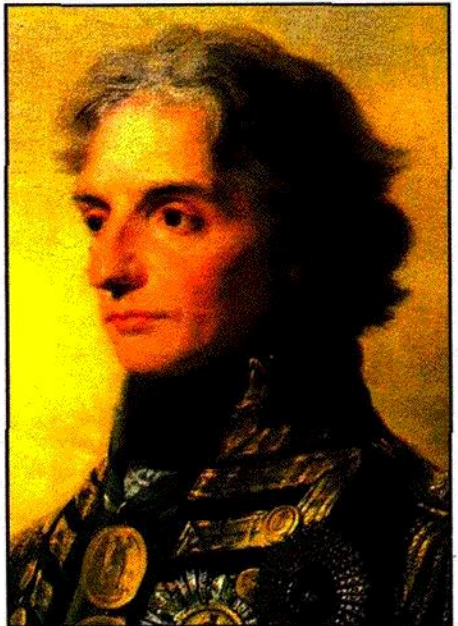
At that time she had over 100 guns and a ship's company of 800 — four times the number required on board a modern frigate, due mainly to the need for several sailors to man each gun.

Guided tours of the ship vividly recapture the harsh conditions endured by ordinary seamen who lived, worked and slept on the crowded gun decks for months on end.

Their living quarters contrast starkly with the relative opulence of the Great Cabin where Admiral Nelson planned his strategy to defeat the enemy.

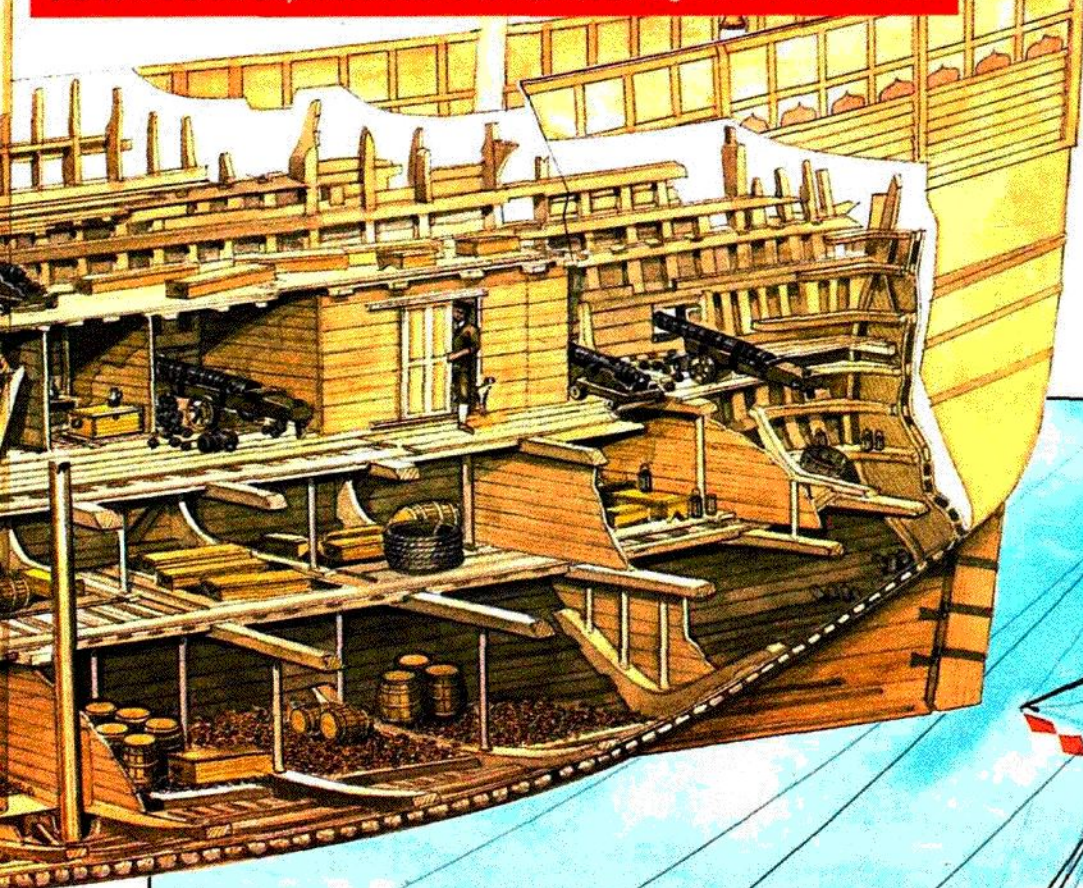
The tours also visit the spots where he was mortally wounded by a French sharpshooter at the height of the battle, and the cockpit on the orlop deck where he died three hours later, knowing that victory was his. Nineteen of the 33 French and Spanish ships surrendered or were destroyed. It was one of the most decisive sea battles ever fought.

HMS VICTORY



• Vice Admiral Lord Nelson, and (below) his flagship at Trafalgar, HMS Victory.

• The Mary Rose. This cutaway drawing by A. P. Townsend combines the general outline of the ship with the hull area that was salvaged and is now on view.



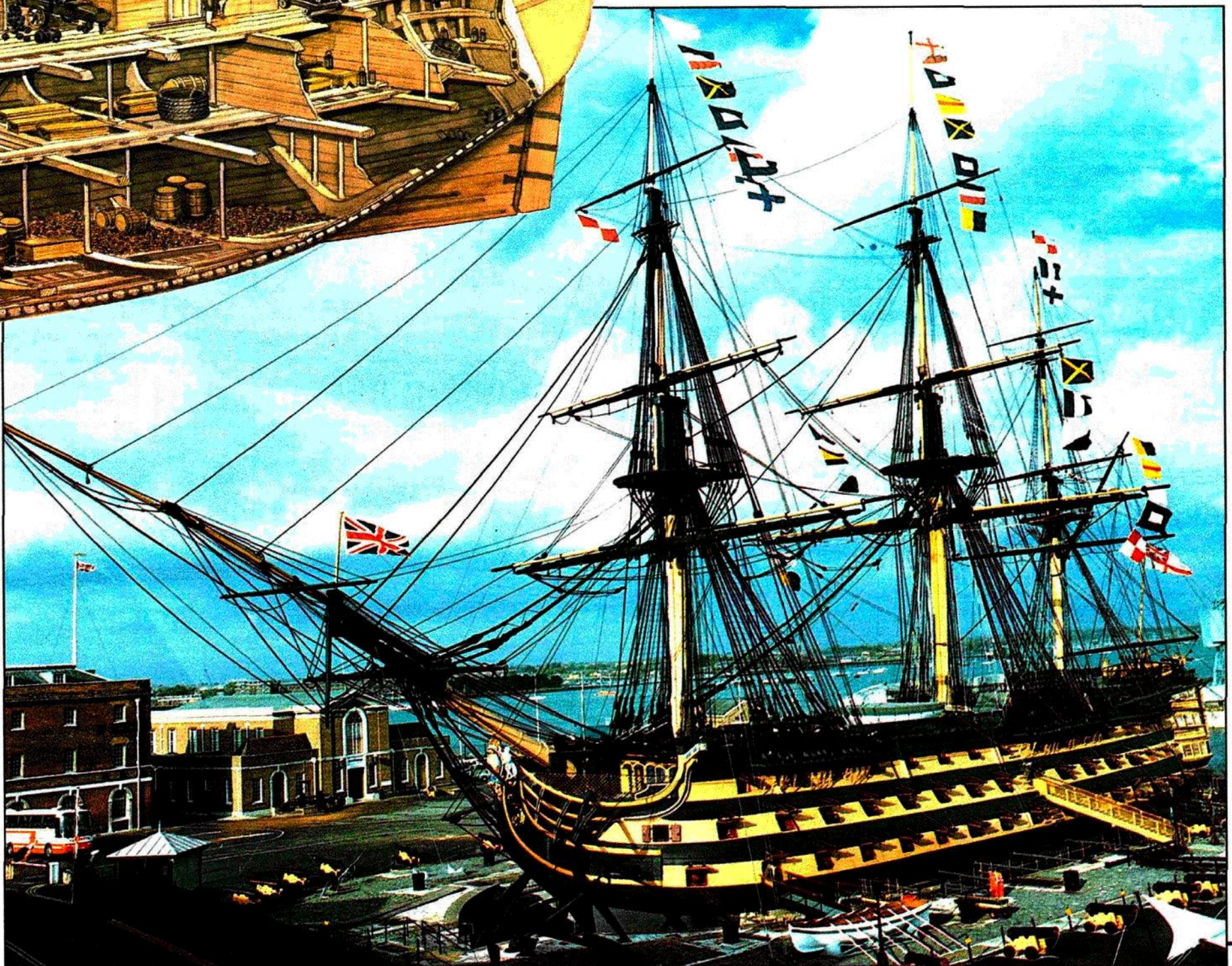
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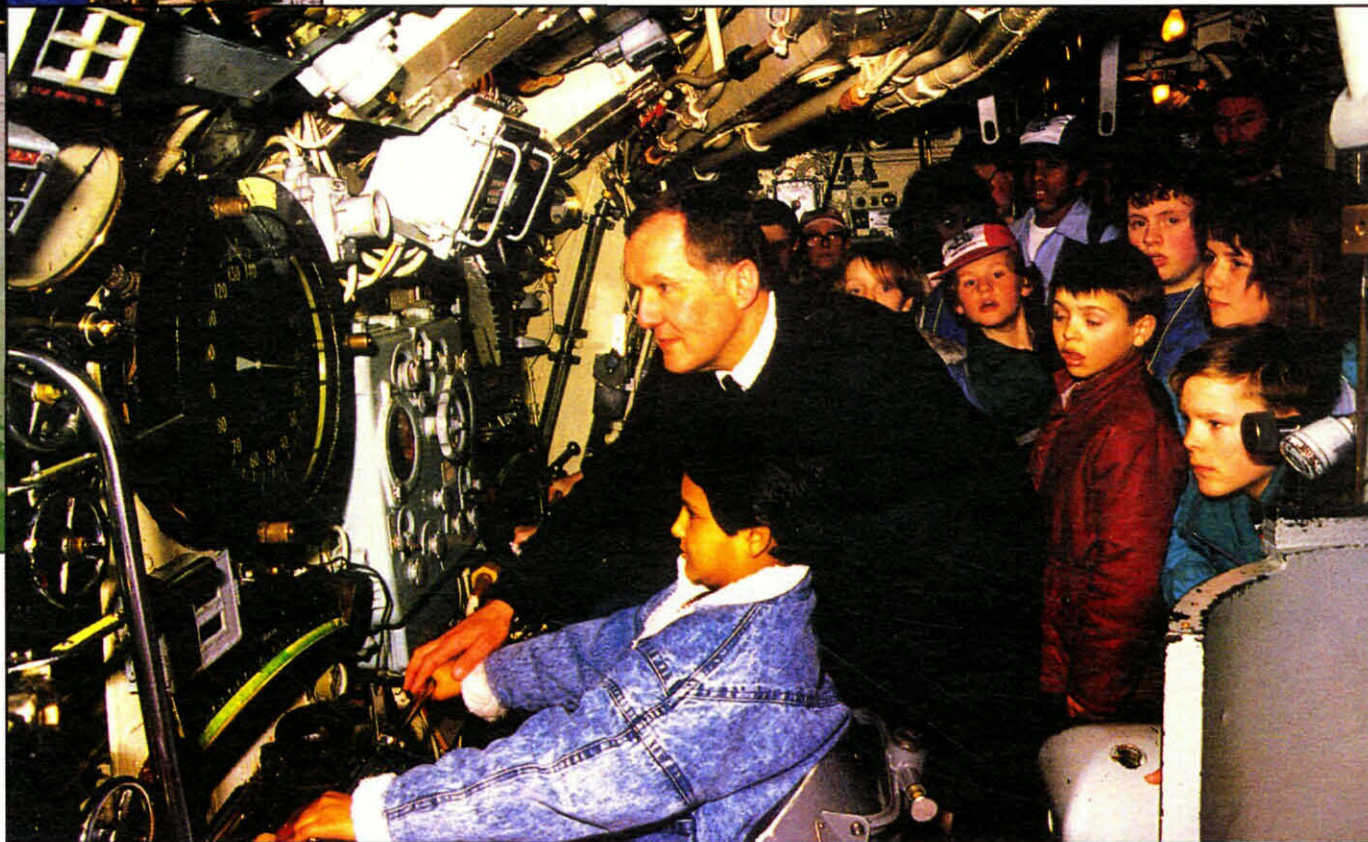
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● The A-class submarine HMS Alliance in which visitors to the Submarine Museum are given guided tours – including children's parties (right). The Alliance, built in 1945, was one of the first of a class of post-war submarines which incorporated all the advances made in design and equipment during the conflict. She remained in service until 1973. She was acquired by the museum and put on display in 1981, looking exactly as she did when she was paid off.



THE ROYAL NAVAL SUBMARINE MUSEUM

Underwater treasures that reveal an epic tale

HMY BRITANNIA

To commemorate The Royal Yacht, Willraynes was exclusively commissioned to design and supply to the Yacht a very limited edition of special Port presentation boxes containing a bottle of Personal Reserve Port. The design which includes the Royal Yacht insignia and pictures of the Yacht was approved by The Queen and Willraynes supplied these Port presentation boxes for the decommissioning last year. Each Port presentation box has a numbered certificate recounting the historic voyage made via Hong Kong. A small edition of these boxes is now available to the public. If you would like more information, please telephone: 01386 - 555528

Willraynes
The Wine Company

NORWICH AVIATION MUSEUM

Inside view of V-bomber

THE ONLY museum in East Anglia where you can get inside a Vulcan bomber – that's the City of Norwich Aviation Museum's claim.

Run by volunteers, the museum is on the northern edge of Norwich Airport – formerly RAF Horsham St Faith – and displays eight aircraft, including a Dassault Mystere, as well as a number of engines and an Austin World War II fire tender.

One unusual exhibit is an (as yet) unrestored Supermarine Scimitar cockpit procedural trainer. Last year there were 6,500 visitors.

DATA FILE

OPENING TIMES: April-Oct. – daily 10am-5.00 except Mondays; Nov.-March – Sat. & Sun. 10am-4.00. Closed Dec. 21 to Jan. 5. (May be open at other times – telephone to confirm). Last entry 30 minutes before closing. Access to Vulcan bomber subject to availability of staff.

ADMISSION CHARGES: Adult – £2, concessions, and children over 5 and under 15 – £1. Vulcan access 50p extra (25p for children and concessions). Parties and educational visits welcome – special rates on request.

Facilities: Car park, souvenir shop, tea room (open subject to availability of staff).

ACCESS: Two miles outside Norwich off the A140 Cromer road.

INFORMATION: 01603 625309.

NORTH EAST AIRCRAFT MUSEUM

Growing collection at Sunderland



THIS de Havilland Sea Venom is one of the 40 exhibits on display at the North East Aircraft Museum at Sunderland.

Other former Royal Navy aircraft on show there include Whirlwind and Dragonfly helicopters. The museum was founded in 1974, and the first aircraft to be acquired were a Luton Minor and a Brown helicopter.

The Dragonfly joined the collection soon after, followed by a Gloster Meteor. In 1977 the museum moved from Lambton Lion Park to its present location at Sunderland airport – formerly RAF Unsworth – and continued to grow with the arrival of a Hawker Hunter, an American F100, a

Lockheed T33 and its largest exhibit – an Avro Vulcan bomber.

Work has gone on improving the site and in 1993 a new display hangar was built which now houses most of the collection. This year facilities are being greatly improved with the completion of a new visitors centre.

DATA FILE

OPENING TIMES: Daily 10am-5.00 except Christmas and New Year.

ADMISSION CHARGES: Adults – £2, children – £1.

ACCESS: On Old Washington Rd off the A19 next to the Nissan factory.

INFORMATION: 0191 266 0386.

Take your imagination to a new depth...

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Royal Navy
Submarine Museum

Haslar Jetty Road, Gosport, Hampshire. Tel 01705 529217
E-mail rnsubs@submarine-museum.demon.co.uk



HMS DOLPHIN at Gosport was the birthplace of the British Submarine Service. Sadly, submarines are no longer based there – but the heritage and tradition lives on at the Royal Naval Submarine Museum where exhibits range from the RN's first submarine to a (disarmed) Polaris missile.

Although the operational boats are missing, one reminder of the heyday of the Service remains in the form of the preserved vessel HMS Alliance.

She and the first British submarine, Holland I, have recently been officially recognised by the National Historic Ships Register as important national maritime treasures.

HMS Alliance, which is open to visitors who can enter with ease through a door cut into her hull, was one of a large number of A-class boats built in the immediate post-war years, and is probably the youngest vessel on the Register.

Her design owes much to the technology which surfaced in the later U-boats produced by the Germans. She is also linked to the basically similar Oberon-class vessels, the last type of conventional submarines built by Britain in any numbers, and which were paid off in the 1980s and 1990s.

Holland I was the first truly practical submarine, the forerunner of all the submarines in the world today. She was acquired by the museum after being salvaged in 1982, and is undergoing chemical preservation to prevent her disintegrating after almost 70 years on the seabed (she sank while under tow to the breakers).

The four-year process is being carried out in a fibre-glass tank fitted with poroliths through which visitors can view her.

Besides those two vessels, the museum has German, Italian, British and Japanese human torpedoes of World War II – the last example intended to be guided by a suicide pilot.

Exhibits range from the bizarre to the poignant – a blunderbuss used in the World War I submarine E12, and a bottle of whisky won in a raffle by a World War II sub-

mariner, but which remained unopened after he and his boat failed to return to collect it.

There is a representative collection of uniforms of all ranks and rates, and worldwide submarine insignia. Other items include paintings, over 100,000 photographs, models, 2,000 works of reference, 25,000 documents, 600 submarine histories, 40,000 Service record

cards, and medals.

The museum has a significant collection of Jolly Rogers – worn by submarines returning from successful patrols – and the hydroplane console and periscopes from HMS Conqueror, which during the Falklands War became the last British submarine to sink an enemy ship.

As well as the galleries and a guided tour of Alliance, visitors are treated to an audio-visual presentation on the Submarine Service in an atmospheric 'control room' cinema.

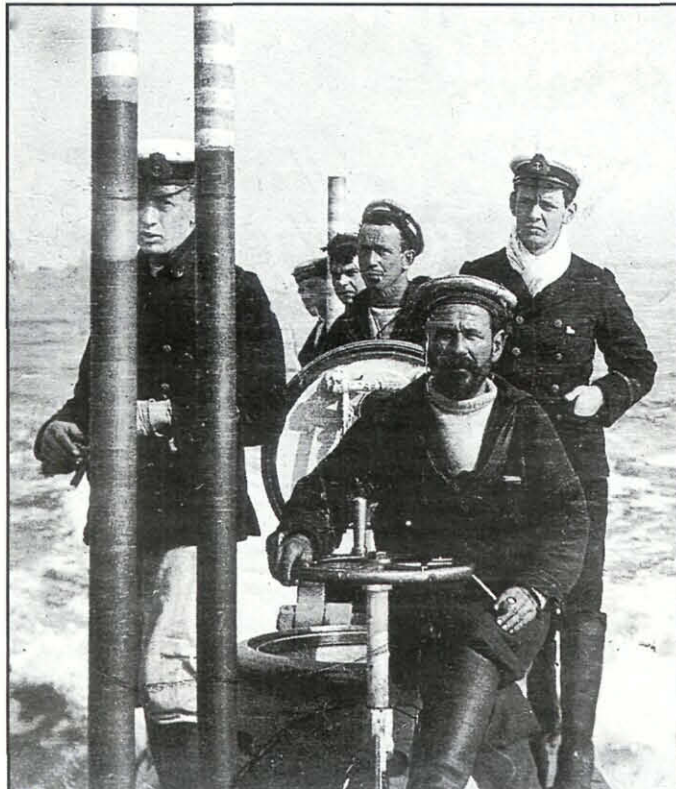
Since its beginnings in 1963, the museum has expanded steadily and has further development plans which will improve disabled facilities, and add another gallery, a fine art and function room, a new ticket office and cafe extension.

A heritage centre and new HQ is planned to house the archives, as are an education and lecture room, and an atmospherically controlled gallery to house the museum's Polaris missile.

One of the newest exhibitions, which opened on April 8, features the World War II diving exploits of Cdr Lionel (Buster) Crabb whose disappearance in Portsmouth harbour in 1956 is still shrouded in mystery.

In March work began to improve the museum access and car park areas as part of the Millennium Promenade Scheme, a plan linked to Portsmouth Harbour Millennium Project.

The work is being carried out by Hampshire County Council in partnership with Gosport Borough Council, and in conjunction with other planned developments, will transform the historic area.



● Crew members of Holland I, Britain's first submarine, on the boat's casing as its steered on the surface by the cox'n. From the collection of the Royal Naval Submarine Museum.

DATA FILE

OPENING TIMES: Daily except Dec. 24 to Jan. 1 inclusive, April-Oct. – 10am-5.30, Nov.-March – 10am-4.30 (last tour one hour before closing).

ADMISSION CHARGES: (Including HMS Alliance and audio-visual show). Adults – £3.50, children (5-18) and senior citizens – £2.50, family ticket (two adults, two children) – £10. Schools and other educational groups – £1.50 (teachers, ratio 1:15 free); additional teachers – £2.50. Other groups and overseas school

groups (at least 12): Adults – £3, children or overseas students – £2 (teacher 1:15 ratio, free), senior citizens – £2. Follow the Drum frequent user card for individuals and families. (Surplus profits donated to Naval charities).

FACILITIES: Car and coach park, cafeteria, toilets, picnic area, gift shop, free education pack on booking visits, harbour boat trips to Portsmouth Historic Dockyard.

ACCESS: By road – M27 to junction 11;

follow A32 through Gosport, pass Gosport ferry terminal and turn left at pub; follow Haslar Rd over Haslar Bridge. Museum car park second left.

By public transport – Frequent ferry to Gosport operates from Portsmouth harbour rail/bus interchange. At Gosport, pedestrians follow signs for museum, or take No.19 bus or taxi from bus station next to ferry terminal.

INFORMATION: 01705 510354 or 765250.

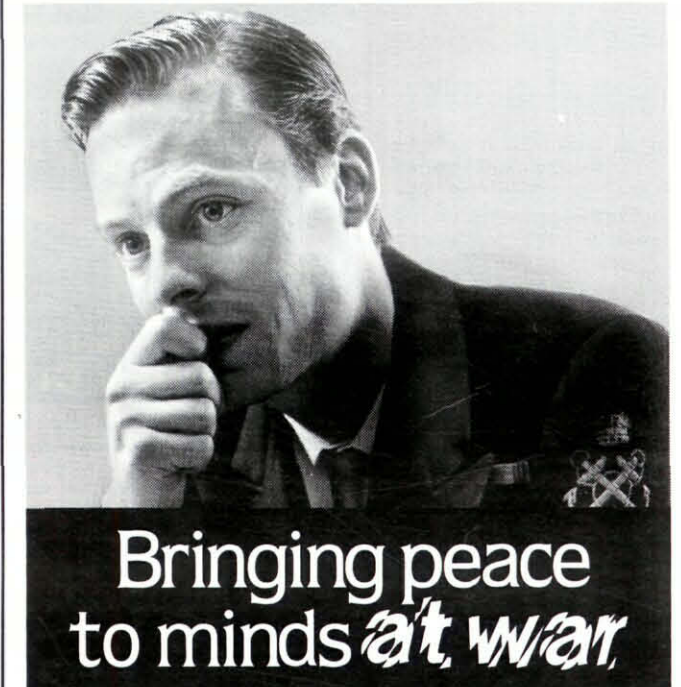
Unsolved mystery of HMS Totem

VISITORS to the RN Submarine Museum admire the totem pole which was once the trophy of the submarine HMS Totem (pictured top left, late in her career). Interest in the object is heightened by the mystery which surrounds the boat:

Built during World War II, Totem served in the post-war Navy until, in the mid-1960s she was sold to Israel and renamed Dakar. In 1968 the Dakar disappeared in the Mediterranean without trace, along with her 69-man Israeli crew.

Successful attempts to find the boat have drawn a blank, the latest search being carried out by Israel in 1992.

COMBAT STRESS



Bringing peace to minds at war

They used to call it 'Shell Shock'. Now it's called 'Combat Stress'. For Able Seaman, Paul Morris, an Exocet in the Falklands meant that he may never again find the will to face the noise of the outside world.

For many veterans of that conflict – Korea, the Second World War and now Bosnia too – the story is the same. 'Combat Stress' can shatter a life forever.

Today Paul is looked after by the Ex-Services Mental Welfare Society. With over 4,000 men and women to care for and who knows how many more, we need every penny you can spare. Psychiatric care, nursing and the management of our homes costs money that will only come from people like you, people who care about those who gave more than they could spare.

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They tried to give more than they could. Please give as much as you can.

To protect those concerned this is an amalgam of case histories in our care.



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THE INTERNATIONAL HELICOPTER MUSEUM

Fastest Lynx is on show

THE WESTLAND Lynx which in 1986 set up the world helicopter speed record of almost 250mph (an event captured by this painting) is among the 50-plus aircraft on display at The International Helicopter Museum at Weston-super-Mare, Somerset.

Celebrating its 40th anniversary this year, the museum lays claim to be the largest of its kind in the world. Also among the exhibits are a Russian Mil-2 transport helicopter – believed to be the first at any UK museum – and a Russian Hind attack helicopter.

One display hall traces the history of the helicopter from Leonardo da Vinci's aircrew design of 1489 to the development of conventional helicopters in the post-war years.

The museum is planning a £250,000 project which would extend its present undercover facilities for its 16,000 visitors a year.

This year 'open cockpit days' will be held on May 10, June 14, July 12, August 9, September 13, October 11 and December 27. Restoration and engineering bank holiday weekends are on May 24-25 and August 30-31.



DATA FILE

OPENING TIMES: April-Oct. – daily, 10am-6.00; Nov.-March – Wed.-Sun. 10am-4.00 (last admission one hour before closing).

ADMISSION CHARGES: Adults – £3, children (5-16) – £2, senior citizens – £2.50, family (two adults and two children) – £8.

FACILITIES: Cafeteria, gift shop, free parking for cars and coaches.

ACCESS: By bus – (discounted fare/admission offer) Services 126, 826 or 827 from Grand Pier, Weston. By car – Turn off M5 at junction 21 and follow brown propeller signs.

Also signposted from A370, Bridgewater Rd, Weston seafont and Locking Rd. Museum at Weston Airport on A371.

INFORMATION: 01934 635227

MUSEUM OF D-DAY AVIATION

VISITORS to the Museum of D-Day Aviation at Shoreham can see how the cockpit of a Spitfire looked from the pilot's view.

Aircraft engines on display include a Rolls-Royce Merlin, which powered Spitfire and Hurricane fighters during World War II. There is a Hawker Typhoon cockpit section, and a collection of rare fire crash rescue vehicles used by the Fleet Air Arm and RAF.

The museum also has a rare

Copps canoe and an air-sea rescue launch. This summer it opens a Roll of Honour of test pilots killed in the course of their work.

DATA FILE

OPENING TIMES: April-Oct. – daily, 11am-5pm. November – weekends, 11am-5pm.

ADMISSION CHARGES: Adults – £2.50, children – £1.50, senior citizens – £2.

ACCESS: A27 to junction at Shoreham Airport, W. Sussex. **INFORMATION:** 0374 971971.

RAF MONTROSE MUSEUM

UK's 'first operational air station'

A NAVAL Seahawk fighter and Fleet Air Arm memorabilia are among the exhibits at RAF Montrose Museum in Angus – which claims to be sited at the first operational air station in Britain.

Established in 1913 for the Royal Flying Corps, the station is in the process of being restored by voluntary workers.

The museum itself is housed for the time being in an original RFC building until there are enough funds for a purpose-built structure. An annual 'wings and wheels extravaganza' is held there which includes flying and static displays involving vintage aircraft and cars.

DATA FILE

OPENING TIMES: Every Sunday 12 noon to 5pm. Appointments can be made to view.

ADMISSION CHARGES: Adults – £1, concessions – 50p. Parties by arrangement.

FACILITIES: Car parking, toilets, souvenir shop.

ACCESS: North end of Montrose at the Coronation Ave./A92 junction beside Keyline & Drexel yards.

INFORMATION: 01674 675401, 674210 or 673107.

THE GOLDEN HINDE



Drake's ship sails on

THE GOLDEN Hind is a full-size sea-going reconstruction of the Elizabethan vessel in which Sir Francis Drake circumnavigated the world in 1577-80.

Launched in 1973, the replica repeated Drake's world voyage and in 1981 was established as an educational museum, visiting more than 300 ports worldwide and sailing a total of 140,000 miles.

The ship is now permanently berthed on the south bank of the Thames near London Bridge, and the crew – dressed in 16th century costume – guide visitors around her.

DATA FILE

OPENING TIMES: Daily except Christmas Day, 10am-6.00 in summer (April-Oct.), 10-5.00 in winter. Ship closed during educational and private functions (call 0171 403 0123 to check).

ADMISSION CHARGES: Adults – £2.30, children – £1.50, senior citizens and concessions – £1.90, family ticket (two adults, three children) – £6. Schools field trip – £2 per student.

Daytime living histories for children 6-12 – £20 (£30 with overnight stay). Fun and educational workshops (four hours with lunch for children 6-12) – £12.

FACILITIES: Function venue. Shop selling gifts, hot and cold drinks, ice-cream, snacks. Closest car park on Southwark St. Parking limited on weekdays.

ACCESS: Underground – two minutes walk from London Bridge station, and five minutes from Monument. Buses – several routes to London Bridge. Car – eastwards on Southwark St from Southwark Bridge Rd. Enter Borough High St heading towards London Bridge. Left into Bedale St opposite Barclays Bank.

DON'T MISS the third part of this Museums Guide in the next edition of Navy News.

RN PATROL SERVICE ASSOCIATION MUSEUM

LOWESTOFT in Suffolk was the central depot of the Royal Naval Patrol Service which, during World War II operated 1,637 ships, including mine-sweepers, corvettes, fuel and water carriers, motor launches and seaplane tenders.

Now, in the former HMS Europa, HQ of the RNPS at Sparrow's Nest, the Royal Naval Patrol Service Association Museum exhibits medals, uni-

forms, flags and photographs. Also displayed is a detailed scale model of on-deck activity.

DATA FILE

OPENING TIMES: Mon.-Fri. 10pm-12 noon and 1.30pm-4.30pm from May 11 to Oct. 9.

ADMISSION: Free.

FACILITIES: Guided tours by arrangement.

ACCESS: Off the A12 Ipswich to Gt Yarmouth road, near the lighthouse and seafront.

INFORMATION: 01502 586250.

PLYMOUTH CITY MUSEUM

'THE CITY and the Sea' exhibition at Plymouth City Museum and Art Gallery traces the maritime history of Plymouth, and will run until the autumn of 1999. It presents the legacy of celebrated figures, including Drake, Cook and Scott.

The display includes bone models made by French prisoners of war in the 19th century, intricate ship models, and marine paintings.

Since 1915 the museum has held the collection of Devonport Museum – formed in 1883 – and the Cottonian Collection.

Satellite museums include the Elizabethan House, the Merchant's House Museum of the 17th century, Plymouth Dome – an interactive visitor centre, and Smeaton's Tower, an historic lighthouse. Last year the museum had over 90,000 visitors.

DATA FILE

OPENING TIMES: Tue.-Fri. – 10am-5.30pm, Sat. & bank holiday Mondays – 10am-5pm.

ADMISSION: Free.

FACILITIES: Access for disabled, shop, refreshments.

INFORMATION: 01752 304768.

FELIXSTOWE MUSEUM

A NAVAL Room in Felixstowe Museum contains exhibits, prints and models from the World Wars, including models of tank landing ships and landing craft that sailed from the area to the D-Day beaches in 1944.

There are also paddle steamer models, and items connected with the town's Landguard Fort – scene of a Dutch attack in 1667, and where the museum is situated.

DATA FILE

OPENING TIMES: Weds.-Sun. 2pm-5pm, May-Sept. Out-of-hours visits by schools, clubs, associations, by arrangement.

ADMISSION CHARGES: Adults £1, children 50p.

FACILITIES: Car park near, hot and cold drinks and biscuits, souvenir shop, disabled access.

ACCESS: In Ravelin Block, Landguard Fort, at Landguard Point on the seafront.

INFORMATION: 01394 277985.

GOSPORT MUSEUM

GOSPORT Town defences and military transport is dealt with by Gosport Museum, run by Hampshire County Council. Sailmaking and boatbuilding also feature among the exhibits.

DATA FILE

OPENING TIMES: Tue.-Sat. 10am-5pm, Sun. (May-Sept. only) 1pm-5pm.

ADMISSION: Free. Groups welcome by appointment.

FACILITIES: Resources room and meetings room available for school groups and researchers. Coffee shop. Free parking within five minutes' walk.

Assistance for wheelchair users available on request. Audio-tape guide to geology gallery available for visually impaired.

ACCESS: At the corner of Clarence and Walpole Roads a short distance from bus, station and ferry terminal (from Portsmouth).

INFORMATION: 01705 588035.

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